

INFORMATION HANDOUT

For Contract No. 06-0P1404

At 06-Ker-5-62.5/73.1

Identified by

Project ID 0612000061

MATERIALS INFORMATION

1. Alternative In-Line Terminal System
 - A. Crash Cushion (Type Breakmaster 350)
 - B. Crash Cushion (Type CAT 350)
 - C. Crash Cushion (Type FLEAT-MT)

2. Alternative Flared Terminal System
 - A. Flared Terminal System (Type FLEAT-SP-MGS)
 - B. Flared Terminal System (Type SRT-31)
 - C. Flared Terminal System (Type 31" X-TENSION)

3. Alternative Crash Cushion
 - A. In-Line Terminal System (Type ET-31)
 - B. In-Line Terminal System (Type SKT-SP-MGS)
 - C. In-Line Terminal System (Type 31" X-TENSION)

1. Alternative Crash Cushion System

- A. Crash Cushion System (Type BREAKMASTER 350)
- B. Crash Cushion System (Type CAT 350)
- C. Crash Cushion System (Type FLEAT-MT)

This section of the information handout shows three alternative crash cushions systems as shown in the Contract Special Provision, Alternative Crash Cushion System for this project EA 06-0P140. For more information refer to the Contract Special Provision, the manufactures of the crash cushion, and the Engineer.

- A. CRASH CUSHION (TYPE BRAKEMASTER 350) – Crash cushion (Type BRAKEMASTER 350) shall include all the items detailed for crash cushion (Type BRAKEMASTER 350) shown on the plans and on the manufacturer's plans. The successful bidder can obtain from the following distributors the crash cushion (Type BRAKEMASTER 350) manufactured by Energy Absorption Systems, Inc., 35 East Wacker Drive, Chicago, Illinois 60601, Telephone (312) 467-6750:
1. Southern California: Traffic Control Service, Inc., 1818 East Orangethorpe, Fullerton, California 92831, Telephone 800-222-8274, FAX 714-526-9521.
 2. Northern California: Traffic Control Service, Inc., 8585 Thys Court, Sacramento, California 95828, Telephone 800-884-8274, FAX 916-387-9734.
- http://www.energyabsorption.com/products/products_brakemaster350_crash.asp
- B. CRASH CUSHION (TYPE CAT) - Crash cushion (Type CAT) shall be a CAT-350 Crash Cushion Attenuating Terminal as manufactured by Trinity Industries, Inc., and shall include all the items detailed for crash cushion (Type CAT) shown on the plans. Crash cushion (Type CAT) backup shall consist of items detailed for crash cushion (Type CAT) backup shown on the plans and shall conform to the provisions in Section 83-1.02B, "Metal Beam Guard Railing," of the Standard Specifications. Excluding the crash cushion (Type CAT) backup, arrangements have been made to ensure that any successful bidder can obtain the CAT-350 Crash Cushion Attenuating Terminal from the manufacturer, Trinity Industries, Inc., P.O. Box 99, 950 West 400S, Centerville, UT 84014, Telephone 1-800-772-7976.
- <http://highwayguardrail.com/products/cat350.html>
- C. CRASH CUSHION (TYPE FLEAT-MT) - Terminal design. (Type FLEAT-MT) must be a FLEAT-MT median terminal as manufactured by Road Systems Incorporated, located in Big Spring, Texas, and must include all items detailed for FLEAT-MT shown on the plans. The FLEAT-MT median terminal can be obtained from the distributor, Universal Industrial Sales, P.O. Box 699, Pleasant Grove, UT 84062, telephone (801) 785-0505 or from the distributor, Gregory Highway products, 4100 13th Street, S.W., Canton, OH 44708, Telephone (330) 477-4800. <http://www.roadsystems.com/fleat-mt.html>

BRAKEMASTER[®] 350 SYSTEM

CONTRACT NO.: 06-0P1404

THE EASY-TO-INSTALL GUARDRAIL END TREATMENT



OVERVIEW

The Brakemaster 350 is the quick and easy solution for shielding dangerous guardrail ends at wide median and roadside sites with adequate clear zones. It provides superior bi-directional protection and **DOES NOT REQUIRE A CONCRETE ANCHOR OR PAD**, making it fast and easy to install. The Brakemaster 350 is available at a **VERY COMPETITIVE PRICE**. Plus additional cost savings are realized because of reduced installation time.

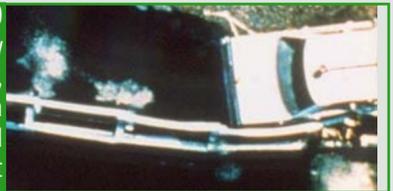
SATISFIES NCHRP 350, TEST LEVELS 1, 2, & 3

The Brakemaster System successfully meets NCHRP 350, Test Level 3 as a redirective gating end treatment. The system's unique design consists of a framework of w-beam steel guardrail panels which move rearward during head-on impacts. The system also safely redirects vehicles in side impacts. As a gating system, it requires sufficient clear zone behind the system.

FEATURES AND BENEFITS

- ▶ Meets NCHRP 350, Test Level 3 as a redirective, gating guardrail end treatment.
- ▶ Easy installation requires only two anchor foundation tubes (compared to six tubes for competitive systems).
- ▶ Metal diaphragm posts rest on "slip bases" that set right on the ground — no wood post holes to dig!
- ▶ Absolutely no concrete is required.
- ▶ All replacement components are above ground for fast replacement after impact — no wood posts to remove!

The Brakemaster 350 System successfully meets NCHRP 350, Test Level 3 as a redirective gating end treatment



ENERGY ABSORPTION
SYSTEMS, INC.



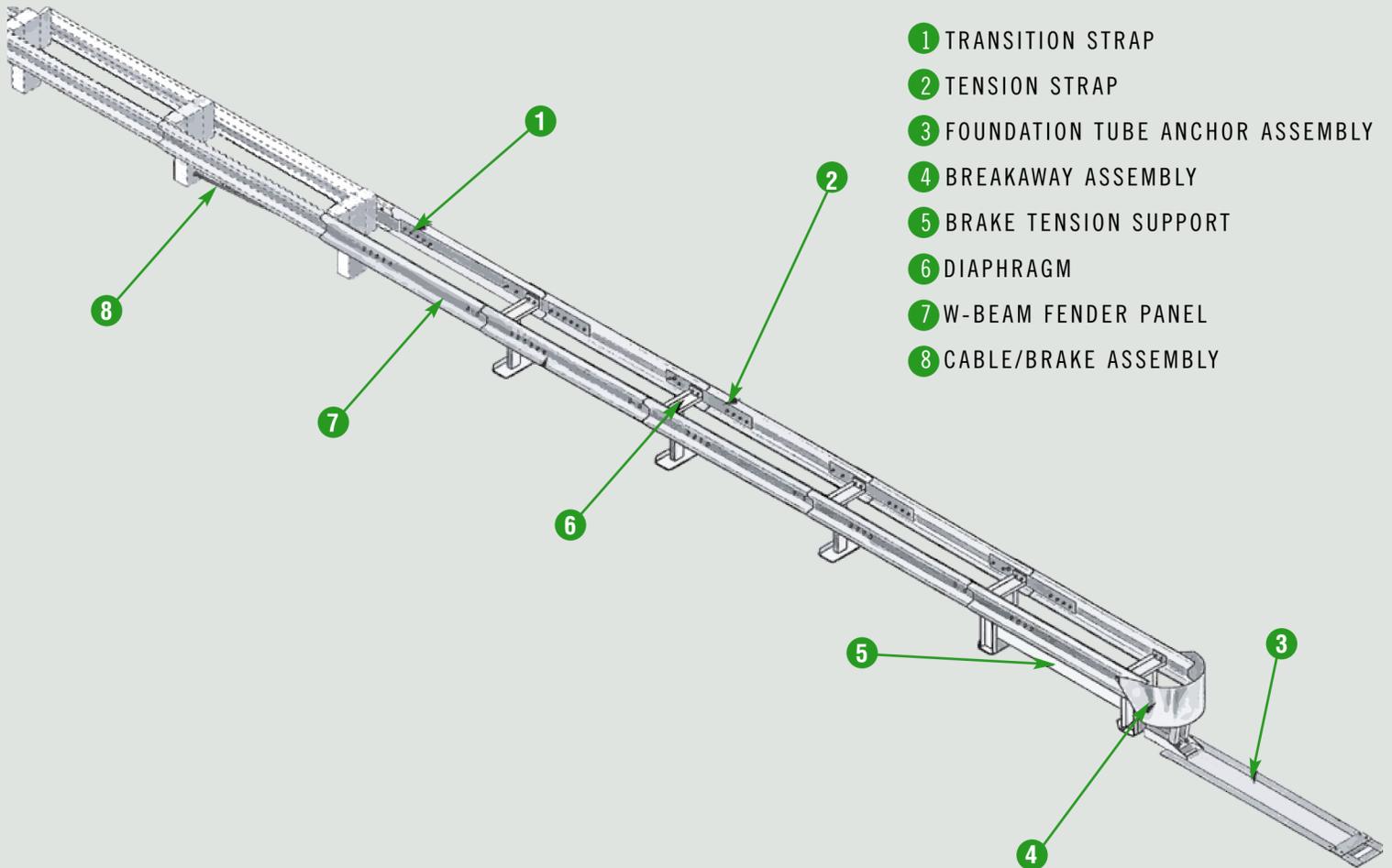
SAVING LIVES BY DESIGN

FHWA GUIDELINES ON GATING

The FHWA recommends that gating end terminals have a minimum clear zone of 22.5 x 6 meters (75 x 20 feet). This area should be clear of trees, poles, drop-offs, oncoming vehicle traffic and other hazards that a vehicle might encounter when it gates behind the terminal after an angle impact at or near the nose of the system, and attempts to recover. It is extremely important to consider clear zone requirements when selecting an end treatment for guardrail applications. Typically an end treatment for median applications requires bi-directional capability utilizing double-faced guardrail. Narrow medians should always be protected with non-gating end treatments.

SPECIFICATIONS CONTRACT NO.: 06-0P1404

Length	9601 mm	(31'6")
Height	686 mm	(27")
Width	635 mm	(25")
Weight	920 kg	(2025 lb)



- ① TRANSITION STRAP
- ② TENSION STRAP
- ③ FOUNDATION TUBE ANCHOR ASSEMBLY
- ④ BREAKAWAY ASSEMBLY
- ⑤ BRAKE TENSION SUPPORT
- ⑥ DIAPHRAGM
- ⑦ W-BEAM FENDER PANEL
- ⑧ CABLE/BRAKE ASSEMBLY

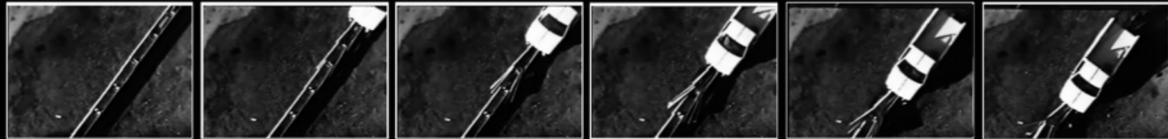


WWW.QUIXTRANS.COM



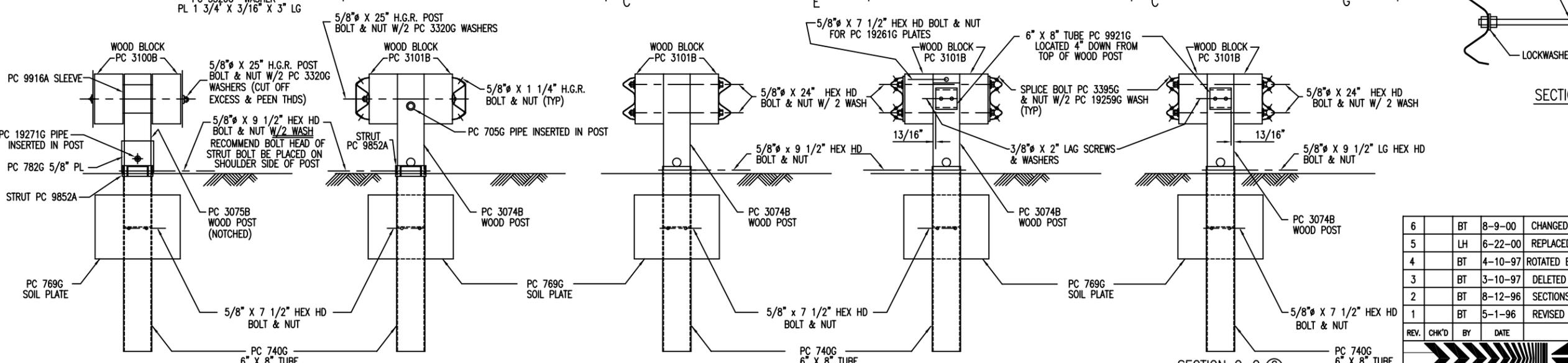
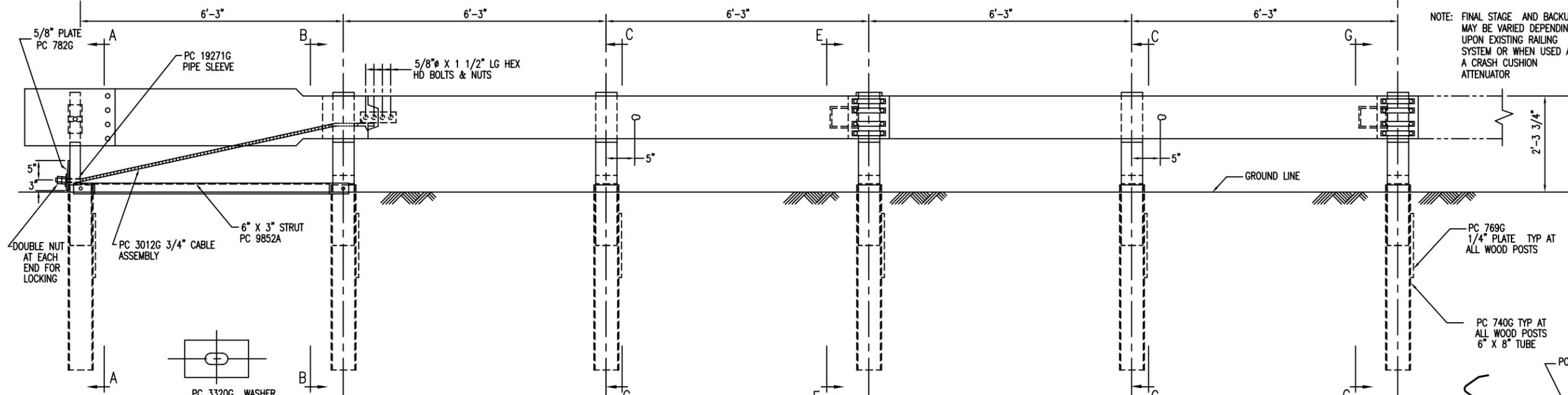
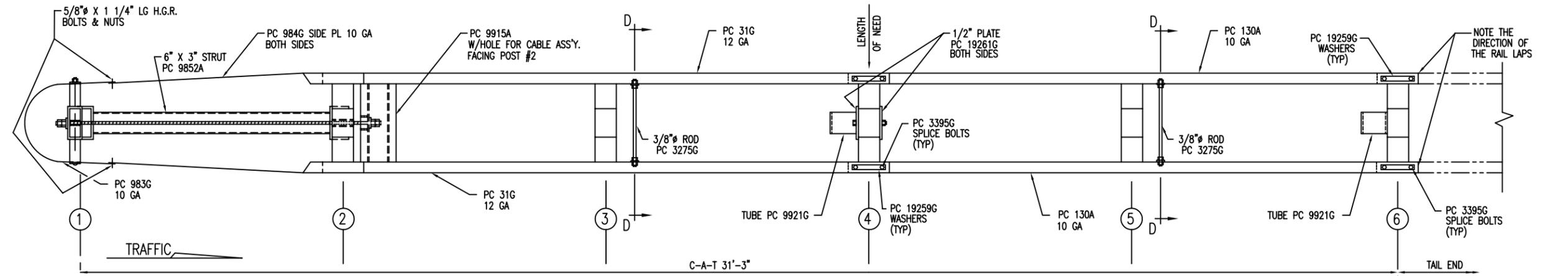
35 East Wacker Drive • Chicago, IL 60601
 Tel: (312) 467-6750 • Fax: (312) 467-9625
 www.energyabsorption.com

SAVING LIVES BY DESIGN



Distributed By:

General specifications for the Brakemaster 350 System are subject to change without notice to reflect improvements and upgrades. Additional information is available in the Product Manual for this system. Contact Energy Absorption Systems for details.



PRODUCT CODE	QTY	DESCRIPTION
31G	2	12/12/6/0 CAT (GUARDRAIL)
130A	2	10/12/6/5/10:6/8/SP CAT (GUARDRAIL)
705G	1	2" x 5 1/2" PIPE
740G	6	4"6 TUBE SLEEVE
769G	6	1/4 x 18 x 24 SOIL PLATE
782G	1	5/8" x 8" x 8" BEARING PLATE
983G	1	10/NOSE PLATE/CAT/ROLLED
984G	2	10/SIDE PLATE CAT
3012G	1	CABLE 3/4 x 8/0/DBL SWG
3074B	5	WD 3'6 POST #2, 3, 4, 5, 6 CAT
3075B	1	WD 3'6 POST #1 CAT
3100B	2	WD BLOCK 1'2 #1 CAT
3101B	10	WD BLOCK 1'2 #2-6 CAT
3255G	4	3/8" FLAT WASHER
3263G	4	3/8" x 2" LAG SCREW
3275G	2	3/8" x 24 1/2" RESTRAINT ROD
3300G	20	5/8" FLAT WASHER
3320G	4	3/16" x 1 3/4" x 3" RECT WASHER
3340G	85	5/8" G.R. NUT
3360G	16	5/8" x 1 1/4" G.R. BOLT
3380G	8	5/8" x 1 1/2" HEX BOLT
3395G	32	5/8" x 1 3/4" HEX BOLT CAT
3478G	13	5/8" x 7 1/2" HEX BOLT
3497G	6	5/8" x 9 1/2" HEX BOLT
3650G	2	5/8" x 25" G.R. BOLT
3900G	2	1" FLAT WASHER
3910G	4	1" HEX NUT
4252G	8	3/8" HEX NUT
4258G	4	3/8" LOCK WASHER
4640G	8	5/8" x 24" HEX BOLT
9852A	1	CHANNEL STRUT x 6'-6"
9915A	1	SPACER CHANNEL CAT
9916A	1	10/BENT PLATE SLEEVE
9921G	2	6" SLEEVE 6 x 8
19259G	32	3/16" x 2" x 10" PLATE WASHER
19261G	2	1/2 x 3 x 7 POST PLATE
19271G	1	1" x 2 1/2" PIPE SLEEVE CAT

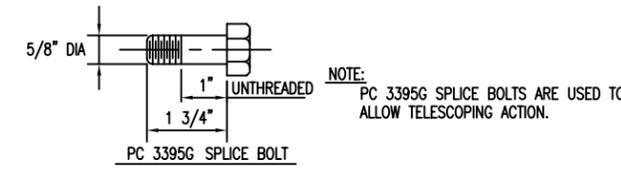
REV.	CHK'D	BY	DATE	REMARKS
6	BT		8-9-00	CHANGED SYSTEM HEIGHT, WAS 2'-3"
5	LH		6-22-00	REPLACED PC 766 WITH PC 769, CHANGED TITLE BLOCK
4	BT		4-10-97	ROTATED BLOCK PC 9921 90° AT POST 4 & 6
3	BT		3-10-97	DELETED PC 3072, 3073, 4470, CHG QTY 3074 & 3478
2	BT		8-12-96	SECTIONS A-A & B-B, CORRECTED PIPE SLEEVE PC No
1	BT		5-1-96	REVISED PC No 31G & 130A

C-A-T

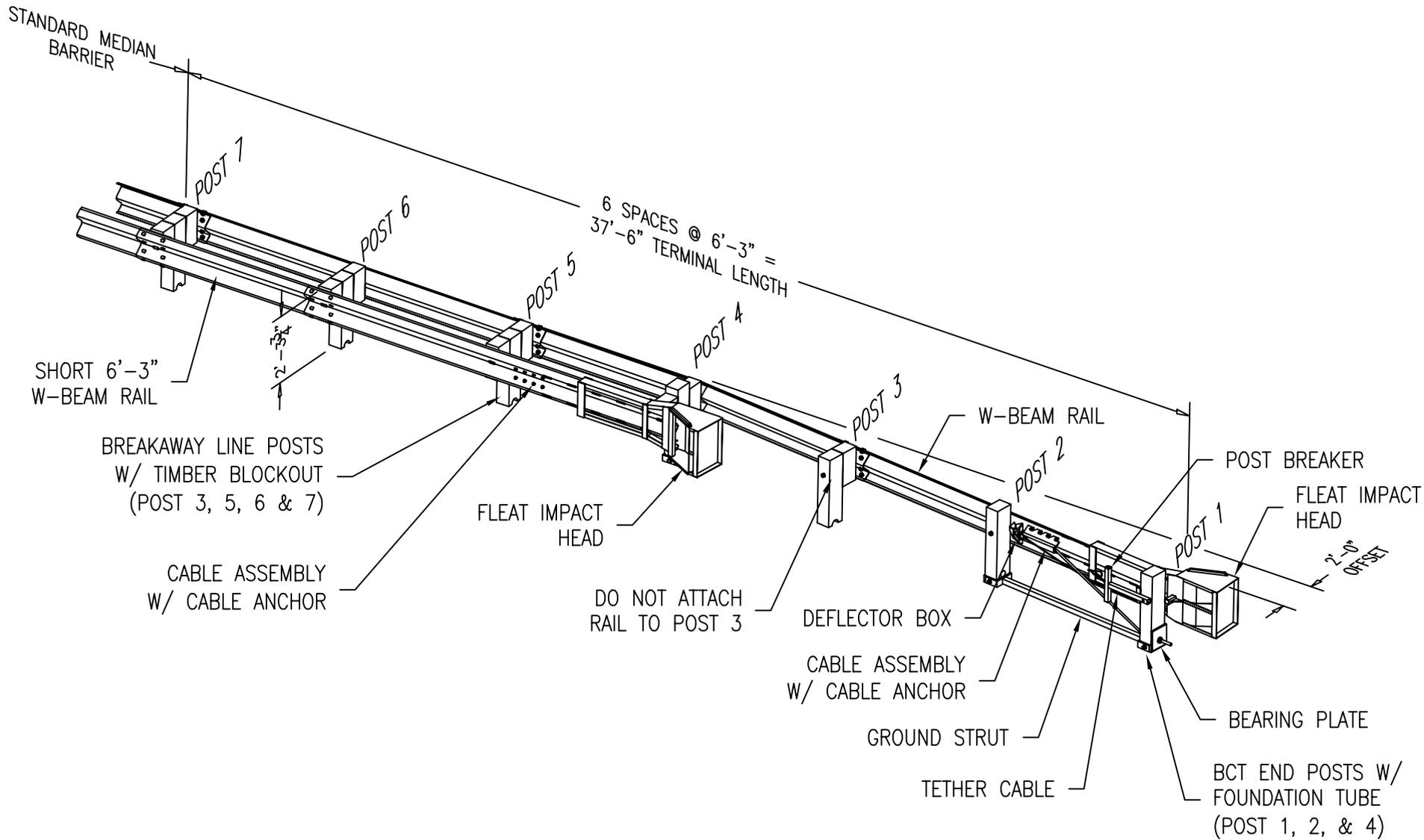
CRASH-CUSHION ATTENUATING TERMINAL
PLAN, ELEVATION & SECTIONS FOR USE
AS A LONGITUDINAL MEDIAN BARRIER TERMINAL
OR CRASH CUSHION ATTENUATOR

TRINITY INDUSTRIES, INC.
HIGHWAY SAFETY PRODUCTS
2525 STEMMONS FREEWAY, DALLAS, TX 75207

DRAWN	BT
CHECKED	EN
SCALE	N.T.S.
DATE	7-15-94
ENG. FILE #	SS245-01E
SHT.No.	E1 OF 1
DRAWING NO.	SS-245
REV.	6



This drawing and the information shown thereon is the sole property of TRINITY INDUSTRIES, INC. Neither the drawing nor such information is to be used for any purpose other than that for which it was specifically furnished by TRINITY INDUSTRIES, INC., nor is any reproduction authorized without written permission.



NOTES:

1. OFFSET DIMENSIONS ARE SHOWN TO BLOCKOUTS, EXCEPT FOR POSTS 1 & 2
2. WOOD OR STEEL BREAKAWAY POSTS MAY BE USED FOR THIS SYSTEM.

2. Alternative Flared Terminal System

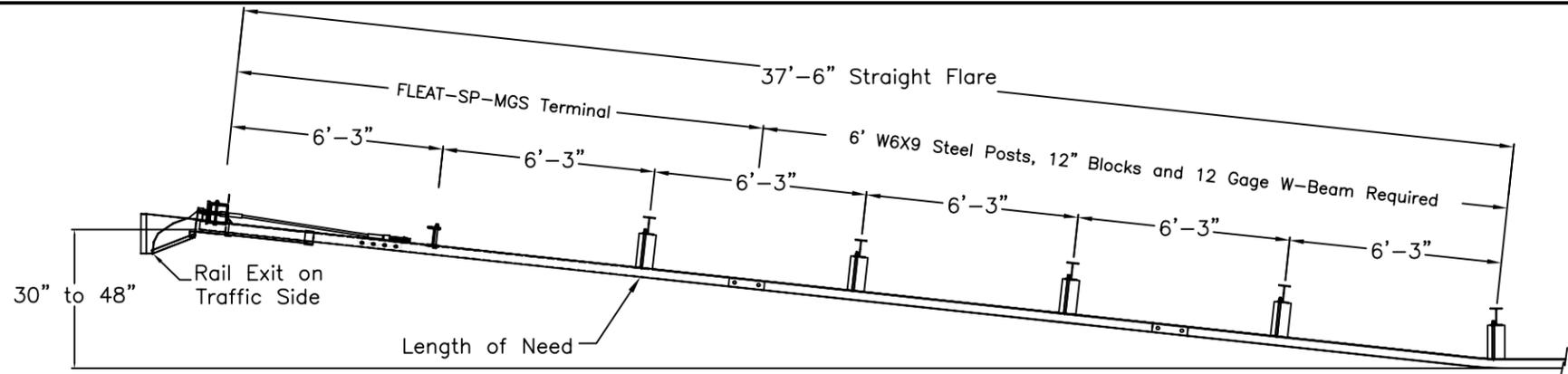
- A. Flared Terminal System (Type FLEAT-SP-MGS)
- B. Flared Terminal System (Type SRT-31)
- C. Flared Terminal System (Type 31" X-TENSION)

This section of the information handout shows three alternative flared terminal systems as shown in the Contract Special Provision, Alternative Flared Terminal System for this project EA 06-0P140. For more information refer to the Contract Special Provision, the manufactures of the crash cushion, and the Engineer.

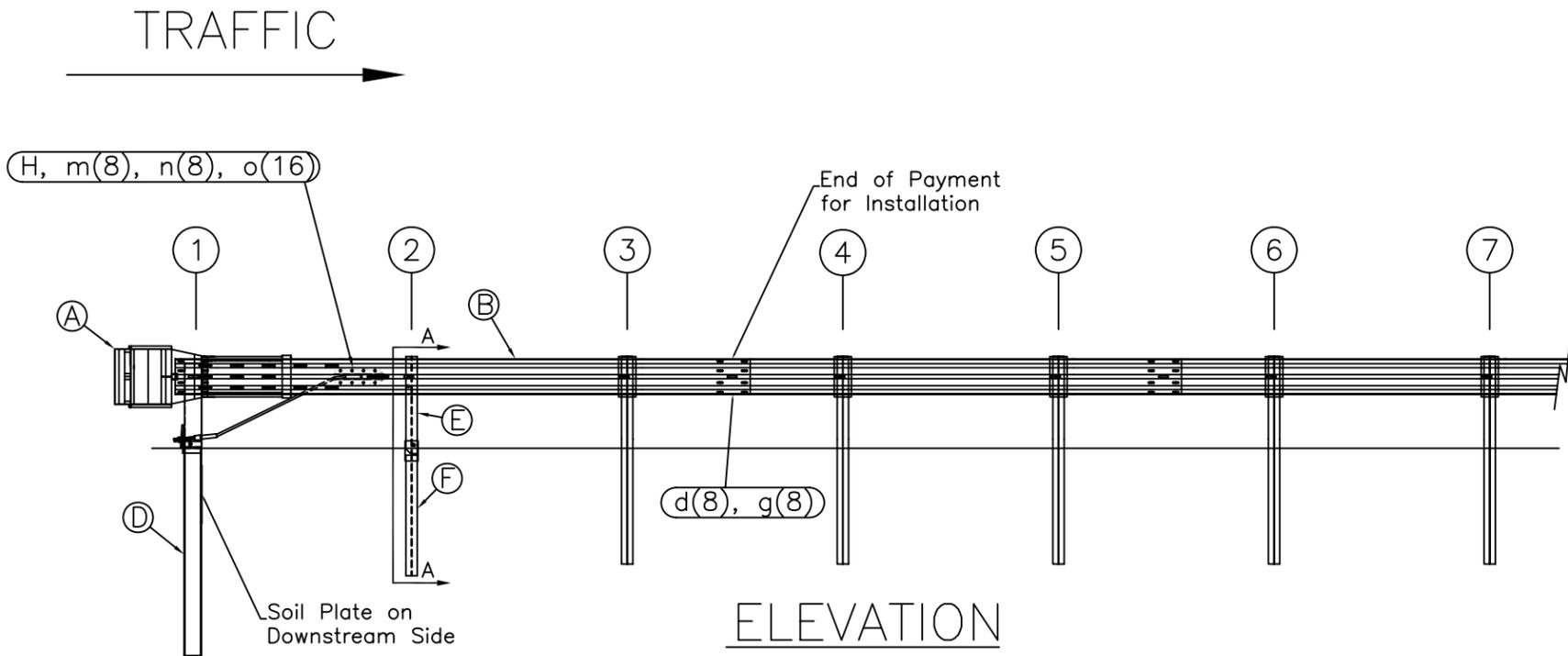
- A. TYPE FLEAT-SP-MGS for steel or FLEAT-W-MGS for wood TERMINAL SYSTEM - Type FLEAT-MGS terminal system must be a Flared Energy Absorbing Terminal 350, system length 37'-6", manufactured by Road Systems, Inc., located in Big Spring, Texas, and must include items detailed for Type FLEAT-MGS terminal system shown on the plans. The Flared Energy Absorbing Terminal 350 can be obtained from the distributor, Universal Industrial Sales, P.O. Box 699, Pleasant Grove, UT 84062, telephone (801) 785-0505 or from the distributor, Gregory Industries, Inc., 4100 13th Street, S.W., Canton, OH 44708, telephone (330) 477-4800.
<http://www.roadsystems.com/fileat.html>

- B. TYPE SRT-31 TERMINAL SYSTEM - Type SRT-31 terminal system must be an SRT-350 Slotted Rail Terminal (6-postsystem), system length 37'-6", as manufactured by Trinity Highway Products, LLC, and must include items detailed for Type SRT-31 terminal system shown on the plans. The SRT-350 Slotted Rail Terminal (6-post~~8-post~~ system) can be obtained from the manufacturer, Trinity Highway Products, LLC, P.O. Box 99, Centerville, UT 84012, telephone (800) 772-7976.
<http://highwayguardrail.com/products/et-srt350.html>

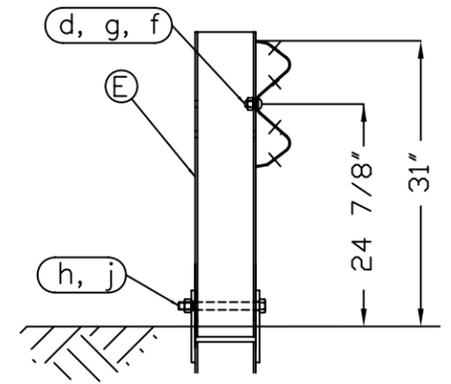
- C. TYPE 31" X-TENSION - Type 31" X-Tension terminal system must be a 31" X-Tension Guard Rail End Terminal as manufactured by Barrier Systems, Inc., located in Vacaville, CA, and must include items detailed for Type 31" X-Tension terminal system shown on the plans. The 31" X-Tension Guard Rail End Terminal can be obtained from the distributor, Statewide Safety and Signs, Inc., 130 Grobric Court, Fairfield, CA 94533, telephone (800) 770-2644.
<http://www.barriersystemsinc.com/xtension-guardrail-end-treatment>



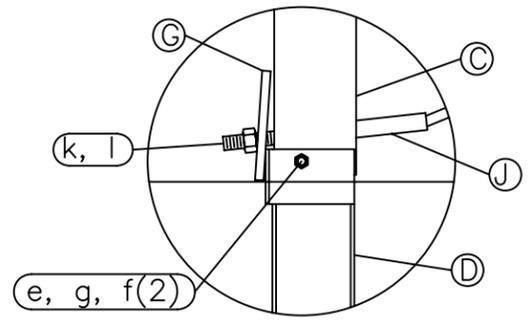
PLAN



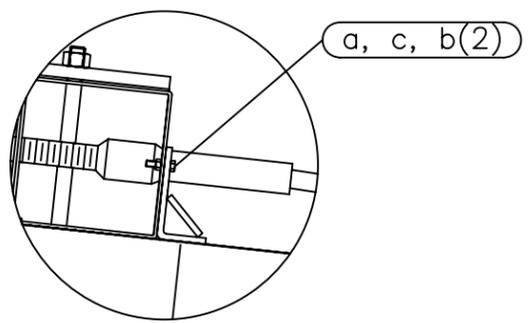
ELEVATION



SECTION A-A
Post #2



Post #1 Connection Detail



Impact Head Connection Detail

ITEM	QTY	BILL OF MATERIALS	ITEM NO.
A	1	IMPACT HEAD	E7000
B	1	W-BEAM GUARDRAIL END SECTION, 12 Ga.	MGS-SF1303
C	1	FIRST POST TOP (6X6X $\frac{1}{2}$ " Tube)	TPHP1A
D	1	FIRST POST BOTTOM (6' W6X15)	TPHP1B
E	1	SECOND POST ASSEMBLY TOP	UHP2A
F	1	SECOND POST ASSEMBLY BOTTOM	HP3B
G	1	BEARING PLATE	E750
H	1	CABLE ANCHOR BOX	S760
J	1	BCT CABLE ANCHOR ASSEMBLY	E770

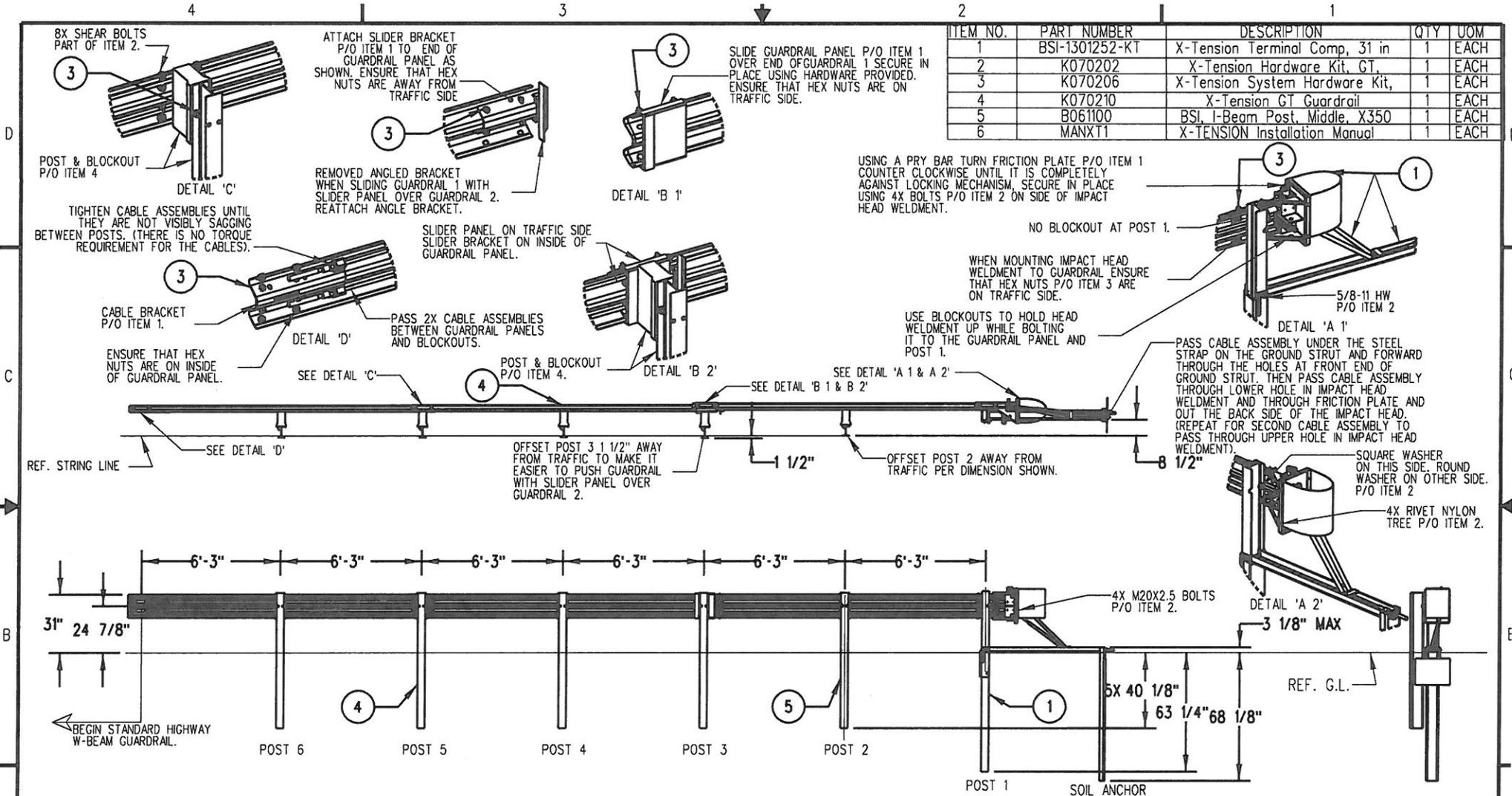
HARDWARE (ALL DIMENSIONS IN INCHES)			
a	2	5/16 x 1 HEX BOLT GRD 5	B5160104A
b	4	5/16 WASHER	W0516
c	2	5/16 HEX NUT	N0516
d	9	5/8 Dia. x 1 1/4 SPLICE BOLT (POST #2)	B580122
e	1	5/8 Dia. x 9 HEX BOLT GRD 5	B580904A
f	3	5/8 WASHER	W050
g	10	5/8 Dia. H.G.R NUT	N050
h	1	3/4 Dia. x 8 1/2 HEX BOLT GRD A449	B340854A
j	1	3/4 Dia. HEX NUT	N030
k	2	1 ANCHOR CABLE HEX NUT	N100
l	2	1 ANCHOR CABLE WASHER	W100
m	8	CABLE ANCHOR BOX SHOULDER BOLT	SB58A
n	8	1/2 A325 STRUCTURAL NUT	N055A
o	16	1 1/16 OD x 9/16 ID A325 STR. WASHER	W050A

GENERAL NOTES:

- All bolts, nuts, cable assemblies, cable anchors and bearing plates shall be galvanized.
- The lower sections of the Posts 1&2 shall not protrude more than 4 in above the ground (measured along a 5' cord). Site grading may be necessary to meet this requirement.
- The lower sections of the hinged posts should not be driven with the upper post attached. If the post is placed in a drilled hole, the backfill material must be satisfactorily compacted to prevent settlement.
- When competent rock is encountered, a 12" \varnothing post hole, 20 in. deep cored into the rock surface may be used if approved by the engineer for post 1. Granular material will be placed in the bottom of the hole, approximately 2.5" deep to provide drainage. The first post can be field cut to length, placed in the hole and backfilled with suitable backfill. The soil plate may be trimmed if required.
- The breakaway cable assembly must be taut. A locking device (vice grips or channel lock pliers) should be used to prevent the cable from twisting when tightening nuts.

Road Systems, Inc.
Big Spring, TX
Phone: 432-263-2435
or Phone: 330-346-0721

<p>FLEAT-SP-MGS Terminal Midwest Guardrail System 31" Top of Rail</p>		Sheet:	1
		Date:	02/24/10
<p>Drawing Name: FLT-SP-S-MGS</p>		By:	JRR
		Scale:	None
		Rev:	0



ITEM NO.	PART NUMBER	DESCRIPTION	QTY	UOM
1	BSI-1301252-KT	X-Tension Terminal Comp, 31 in	1	EACH
2	K070202	X-Tension Hardware Kit, GT.	1	EACH
3	K070206	X-Tension System Hardware Kit,	1	EACH
4	K070210	X-Tension GT Guardrail	1	EACH
5	B061100	BSL I-Beam Post, Middle, X350	1	EACH
6	MANXT1	X-TENSION Installation Manual	1	EACH

- NOTES: UNLESS OTHERWISE SPECIFIED.
- SYSTEM TO BE INSTALLED PER MANUFACTURER SPECIFICATIONS.
 - ONLY TIGHTEN THE CABLE ASSEMBLIES USING THE NUTS AT THE CABLE BRACKET (SEE DETAIL 'D'). DO NOT TIGHTEN THE CABLES AT THE FRONT OF THE GROUND ANCHOR.
 - WHEN DRIVING STEEL POST, ENSURE THAT A DRIVING CAP WITH TIMBER OR PLASTIC INSERT IS USED TO PREVENT DAMAGE TO THE GALVANIZING TO THE TOP OF THE POST.

<small>1/2012 BARRIER SYSTEMS INC. THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF BARRIER SYSTEMS INC. ANY REPRODUCTION IN PART OR WHOLE WITHOUT THE WRITTEN PERMISSION OF BARRIER SYSTEMS INC. IS PROHIBITED.</small>		<small>UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES. TOLERANCES ARE: FRACTIONS DECIMAL ANGLES ± 1/16 .003 ± .03 ± 1/2° .003 ± .010</small>				<small>BARRIER SYSTEMS INC. 3333 Voco Valley Parkway, Ste 800 Vacaville, CA 95688 Tel: 800-800-5691 www.barriersystemsinc.com</small>	
APPROVALS				TITLE X-TENSION GUARDRAIL TERMINAL SYSTEM STEEL POST WITH COMPOSITE BLOCKOUT 31" RAIL HEIGHT			
DRAWN BY: NMV DRAWN DATE: 2/08/13 APPR'D BY: JMT APPR'D DATE: 2/08/13	THRD ANGLE PROJECTION 	2067 2022	03/02/13 2/08/13	SIZE: B SCALE: 1:50	DWG NO.: XTGTSS5	REV: B	SHEET: 1 OF 1

3. Alternative In-Line Terminal System

- A. In-Line Terminal System (Type ET-31)
- B. In-Line Terminal System (Type SKT-SP-MGS)
- C. In-Line Terminal System (Type 31" X-TENSION)

This section of the information handout shows three alternative in-line terminal systems as shown in the Contract Special Provision, Alternative In-Line Terminal System for this project EA 06-0P140. For more information refer to the Contract Special Provision, the manufactures of the crash cushion, and the Engineer.

- A. TYPE ET-31 TERMINAL SYSTEM - Type ET-31 terminal system must be an ET-31 (4-tube system) extruder terminal, system length 53'-1-1/2", as manufactured by Trinity Highway Products, LLC, and must include items detailed for Type ET-31 terminal system shown on the plans. The ET-31 PLUS (4-tube system) extruder terminal can be obtained from the manufacturer, Trinity Highway Products, LLC, P.O. Box 99, Centerville, UT 84012, telephone (800) 772-7976.
<http://highwayguardrail.com/products/etplus.html>

- B. TYPE SKT-SP-MGS for steel posts or Type SKT-W-MGS for wood posts TERMINAL SYSTEM - Type SKT-MGS terminal system must be a SKT 350 sequential kinking terminal, system length 53'-1-1/2", manufactured by Road Systems, Inc., located in Big Spring, Texas, and must include items detailed for Type SKT-MGS terminal system shown on the plans. The SKT 350 sequential kinking terminal can be obtained from the distributor, Universal Industrial Sales, P.O. Box 699, Pleasant Grove, UT 84062, telephone (801) 785-0505 or from the distributor, Gregory Highway Products, 4100 13th Street, S.W., Canton, OH 44708, telephone (330) 477-4800.
<http://www.roadsystems.com/skt.html>

- C. TYPE 31" X-TENSION - Type 31" X-Tension terminal system must be a 31" X-Tension Guard Rail End Terminal as manufactured by Barrier Systems, Inc., located in Vacaville, CA, and must include items detailed for Type 31" X-Tension terminal system shown on the plans. The 31" X-Tension Guard Rail End Terminal can be obtained from the distributor, Statewide Safety and Signs, Inc., 130 Grobric Court, Fairfield, CA 94533, telephone (800) 770-2644.
<http://www.barriersystemsinc.com/xtension-guardrail-end-treatment>

ET-31™ Guardrail End Treatment

Product Description Assembly Manual

Part No. 620182B

Created January 2013



TRINITY
HIGHWAY PRODUCTS
ENERGY ABSORPTION SYSTEMS

ET-31™ Guardrail End Treatment

Product Description Assembly Manual



2525 Stemmons Freeway
Dallas, Texas 75207



Important: These instructions are to be used only in conjunction with the assembly, maintenance, and repair of the ET-31™ Guardrail End Treatment. These instructions are for standard assembly specified by the appropriate highway authority only. In the event the specified system assembly, maintenance, or repair would require a deviation from standard assembly parameters, contact the appropriate highway authority engineer. This system has been determined to meet the criteria for eligibility for reimbursement by the Federal Highway Administration for use on the national highway system under strict criteria utilized by that agency. A Trinity Highway Products, LLC representative is available for consultation if required.

This Manual must be available to the worker overseeing and/or assembling the product at all times. For additional copies, contact Trinity Highway Products at (888) 323-6374 or download from the website listed below.

The instructions contained in this Manual supersede all previous information and Manuals. All information, illustrations, and specifications in this Manual are based on the latest ET-31™ Guardrail End Treatment information available to Trinity Highway Products at the time of printing. We reserve the right to make changes at any time. Please contact Trinity Highway Products to confirm that you are referring to the most current instructions.

Table of Contents

Customer Service Contacts	3
Important Introductory Notes	3
Recommended Safety Rules ET-31™ Guardrail End Treatment	4
Safety Symbols	5
Warnings and Cautions	5
Know Your ET-31™ Guardrail End Treatment	8
Bill of Materials English (Metric).....	20
Assembling the ET-31™ Guardrail End Treatment	22
Materials.....	22
Recommended Tools.....	22
Recommend Tools for Repair	22
Site Preparation	23
Post Placed in Rigid Material	24
Assembling the ET-31™ Guardrail End Treatment on a Curve	24
Assembling the Posts	25
Assembling HBA™ Post	25
Assembling HBA™ Top Post	26
Assembling the Steel Yielding Treatment Post™ (SYTP™).....	26
Assembling Foundation Tubes	27
6' 0" Foundation Tube (Post locations 1 and/or 2).....	27
4' 6" Foundation Tube with Soil Plate (Post locations 1 and/or 2)	27
4' 6" Foundation Tube (Post locations 2 - 6, per state specifications):	28
3' 10" Foundation Tube (Post locations 2 - 6, per state specifications):	28
Assembly Options for Foundation Tubes	29
Assembling Wood Posts in Tubes	30
Assembling Wood CRT Posts.....	31
Assembling Foundation Tubes, HBA™ Posts, or SYTP™ when Encountering Rock	31
Assembling the Strut.....	32
Assembling the Strut with HBA™ Post at Post 1 and SYTP™ at Post 2	32
Assembling the Strut with Wood CRT Post in Tube at Post 1 and SYTP™ at Post 2	34
Assembling the Strut with Wood Posts in Soil Tubes (Post Locations 1 and 2)	35
Assembling Offset Blocks and Rail Panels	35
Assembling the Cable Anchor Assembly	38
Assembling the ET-PLUS™ Extruder (Head)	39
Delineation Option for the ET-31™ Guardrail End Treatment	39
Assembly Checklist.....	40
Maintenance and Repair.....	42
Maintenance	42
Repair	42

Customer Service Contacts

Trinity Highway Products, LLC is committed to the highest level of customer service. Feedback regarding the ET-31™ Guardrail End Treatment, its assembly procedures, supporting documentation, and performance is always welcome. Additional information can be obtained from the contact information below.

Trinity Highway Products:

Telephone:	(888) 323-6374 (U.S. Calls) (214) 589-8140 (International Calls)
Fax:	(214) 589-8423
E-mail:	product.info@trin.net
Internet: Trinity Highway Products, LLC	http://www.highwayguardrail.com

Regional Telephone Contacts:

Dallas, Texas	(800) 527-6050
Centerville, Utah	(800) 772-7976
Elizabethtown, Kentucky	(800) 282-7668
Girard, Ohio	(800) 321-2755
Orangeburg, South Carolina	(800) 835-9307
International	+1 214-589-8140

Important Introductory Notes

Proper assembly of the ET-31™ Guardrail End Treatment is essential to achieve performance of the system under appropriate federal and state criteria. These instructions should be read in their entirety and understood before assembling the ET-31™ Guardrail End Treatment. These instructions are to be used only in conjunction with the assembly of the ET-31™ Guardrail End Treatment and are for standard assemblies only as specified by the applicable highway authority. In the event your system assembly requires or involves deviation from standard parameters or, during the assembly process a question arises, please contact the appropriate highway authority that specified this system at this particular location for guidance. Trinity Highway Products is available for consultation with that agency. These instructions are intended for an individual who is qualified to both read and accurately interpret them as written. They are intended for the individual who is experienced and skilled in the assembly of highway products which are specified and selected by the highway authority.



Important: Read safety instructions thoroughly and follow the assembly directions and suggested safe practices before assembling, maintaining, or repairing the ET-31™ Guardrail End Treatment. Failure to follow this warning can result in serious injury or death to workers and/or bystanders. It further compromises the acceptance of this system by the FHWA. Please have these instructions available for use and reference by anyone involved in the assembly of the product.



Warning: Ensure that all of the ET-31™ Guardrail End Treatment Warnings, Cautions, and Important Statements within the ET-31™ Guardrail End Treatment Manual are completely followed. Failure to follow this warning could result in serious injury or death in the event of a collision.

Recommended Safety Rules ET-31™ Guardrail End Treatment

* Important Safety Instructions *

This Manual must be kept in a location where it is readily available to persons who are skilled and experienced in the assembly, maintenance, or repair of the ET-31™ Guardrail End Treatment system. Additional copies of this Manual are immediately available from Trinity Highway Products by calling (888) 323-6374 or by email at product.info@trin.net. This Manual may also be downloaded directly from the websites indicated below. Please contact Trinity Highway Products if you have any questions concerning the information in this Manual or about the ET-31™ Guardrail End Treatment.

Always use appropriate safety precautions when operating power equipment and when moving heavy equipment or the ET-31™ Guardrail End Treatment components. Gloves, safety goggles, steel toe boots, and back protection should be used.

Safety measures incorporating traffic control devices specified by the highway authority must be used to provide safety for personnel while at the assembly, maintenance, or repair site.

Safety Symbols

This section describes the safety symbols that appear in this ET-31™ Guardrail End Treatment Manual. Read the Manual for complete safety, assembly, operating, maintenance, repair, and service information.

<u>Symbol</u>	<u>Meaning</u>
---------------	----------------



Safety Alert Symbol: Indicates Danger, Warning, Important, or Caution. Failure to read and follow Danger, Warning, Safety, or Important Statement indicators could result in serious injury or death to workers and/or bystanders.

Warnings and Cautions

Read all instructions before assembling, maintaining, or repairing the ET-31™ Guardrail End Treatment.



Warning: Do not assemble, maintain, or repair the ET-31™ Guardrail End Treatment until you have read this Manual thoroughly and completely understand it. Ensure that all Warnings, Cautions, and Important Statements within the Manual are completely followed. Please call Trinity Highway Products at (888) 323-6374 if you do not understand these instructions. Failure to follow this warning could result in serious injury or death.



Warning: Safety measures incorporating appropriate traffic control devices specified by the highway authority must be used to protect all personnel while at the assembly, maintenance, or repair site. Failure to follow this warning could result in serious injury or death.



Warning: Use only Trinity Highway Products parts that are specified herein for the ET-31™ Guardrail End Treatment for assembling, maintaining, or repairing the ET-31™ Guardrail End Treatment. **Do not utilize or otherwise comingle parts from other systems** even if those systems are other Trinity Highway Products systems. Such configurations have not been tested, nor have they been accepted for use. Assembly, maintenance, or repairs using unspecified parts or accessories is strictly prohibited. Failure to follow this warning could result in serious injury or death in the event of a vehicle impact with an UNACCEPTED system.



Warning: Do NOT modify the ET-31™ Guardrail End Treatment in any way. Failure to follow this warning could result in serious injury or death.



Warning: Ensure that the ET-31™ Guardrail End Treatment and delineation used meet all federal, state, specifying agency, and local specifications. Failure to follow this warning could result in serious injury or death.



Warning: Ensure that your assembly meets all appropriate Manual on Uniform Traffic Control Devices (MUTCD) and local standards. Failure to follow this warning could result in serious injury or death.



Warning: Be aware of hazards of using compressed air (small objects may become projectiles). Failure to follow this warning can result in serious injury or death to the workers and/or bystanders.



Warning: DO NOT perform assembly, maintenance, or repair, if the ET-31™ Guardrail End Treatment site, shoulder, or traveled area is covered or encroached by road debris. Failure to follow this warning could result in serious injury or death in the event of a collision.



Warning: Ensure that the entire work zone site is well lighted at all times. Failure to follow this warning could result in serious injury or death to the workers and/or bystanders.



Warning: Use caution when working near public roads. Be mindful of vehicles in motion nearby. Failure to follow this warning could result in serious injury or death to the workers and/or bystanders.



Warning: Safety measures, incorporating traffic control devices, must be used to protect all personnel, while at the assembly, maintenance, or repair site. Failure to follow this warning could result in serious injury or death to the workers and/or bystanders. Trinity Highway Products offers an economical and effective truck mounted attenuator, the MPS-350, for the protection of workers in work zones. For more information on the MPS-350, call (888) 323-6374 or visit the Trinity Highway Products website at www.highwayguardrail.com.



Warning: Ensure that all guardrail products and delineation meet all federal, state or specifying agency, and local specifications. Failure to follow this warning could result in serious injury or death in the event of a collision.



Warning: DO NOT place a Steel Yielding Treatment Post (SYTP™) at location No. 1. Failure to follow this warning could result in serious injury or death in the event of a collision.



Warning: DO NOT place a Wood 6' 0" long Controlled Release Terminal (CRT) post at location No. 1. Failure to follow this warning could result in serious injury or death in the event of a collision.



Warning: DO NOT bolt the Rail Panel in any fashion to the Post at location No. 1 in any of the ET-31™ Guardrail End Treatments. Doing so may impede the extrusion of the rail through the Head.

Note: The Head is attached to the No. 1 Post with an upper and lower 3/8" diameter fastener that has been shown to shear during impact within NCHRP 350 criteria.

Failure to follow this warning could result in serious injury or death in the event of a collision



Warning: Ensure that there is proper site grading for tube and post placement, as dictated by the state or specifying agency, pursuant to FHWA acceptance. Failure to follow this warning could result in serious injury or death in the event of a collision.



Warning: Ensure that the proper leaveout (the specified area of open space in the pavement) around the posts is reserved and filled with state or specifying agency approved backfill material that will not prevent movement for any posts. Surrounding posts with rigid pavement such as any thickness of concrete or asphalt will prevent post movement in the soil and is NOT allowed. Failure to follow this warning could result in serious injury or death in the event of a collision.



Warning: Ensure that all of the ET-31™ Guardrail End Treatment Warnings, Cautions, and Important Statements within the ET-31™ Guardrail End Treatment Manual are completely followed. Failure to follow this warning could result in serious injury or death in the event of a collision.



Warning: Always use safety precautions when performing assembly, maintenance or repair, mixing chemicals, and/or moving heavy equipment. Wear steel toe shoes, gloves, safety goggles, and back protection. Failure to follow this warning could result in serious injury or death to the workers and/or bystanders.



Warning: Ensure all Wood Blocks or Composite Blocks used with Steel Posts are routed to establish a fixed vertical orientation relative to the Posts. Failure to follow this warning could result in serious injury or death in the event of a collision.



Warning: Ensure that this assembly conforms with the guidance provided by the *AASHTO Roadside Design Guide*, including, but not limited to, those regarding placement on curbs or islands. Failure to follow this warning could result in serious injury or death in the event of a collision.



Warning: Any grout, backfill, or other materials (such as concrete, asphalt, or soil) must be low enough so as not to obstruct, constrain, or otherwise engage the Bearing Plate. Failure to eliminate the interaction of soil or materials with the Bearing Plate will hinder the performance of the ET-31™ Guardrail End Treatment and could result in serious injury or death in the event of a collision.



Caution: Ensure before assembling, maintaining, or repairing the ET-31™ Guardrail End Treatment that no parts are frayed, damaged, or broken. Failure to follow this warning could result in serious injury to the workers and/or bystanders.



Warning: Do not place anything under the rail to post bolt head that would prevent the bolt from pulling through the Rail Panel. Failure to follow this warning could result in serious injury or death in the event of a collision.

Know Your ET-31™ Guardrail End Treatment

ET-31™ Guardrail End Treatment NCHRP Report 350 Test Level 3 System Length 34'-4 1/2" (10.48 m)

For specific assembly, maintenance, or repair details refer to the state or specifying agency's standard drawings and/or Trinity Highway Products standard layout drawings.

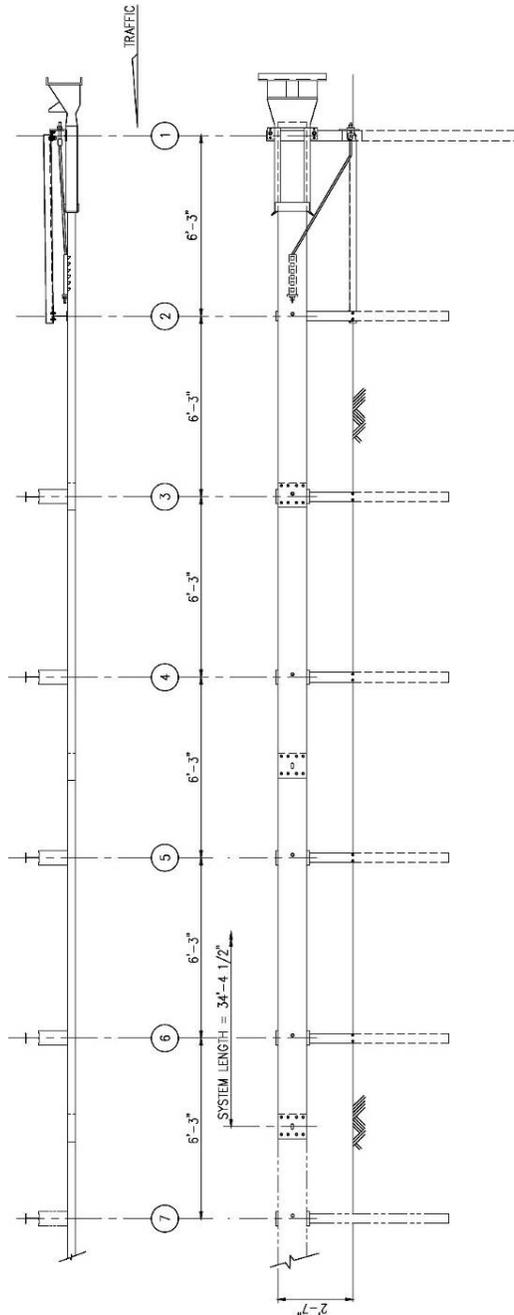


Figure 1 (TL-3)

[This drawing represents one version of the 34'-4 1/2" (10.48 m) system]

Alternative Post Combinations

At Post locations 1 and 2, the alternates to HBA Post at location 1 and 6' Steel Yielding Treatment Post (SYTP) at location 2 are:

	Post Location 1	Post Location 2
Option 1	HBA Post	Short Foundation Tube with SYT Post Insert
Option 2	Long Foundation Tube with Wood Post insert	6' SYTP or short Foundation Tube with SYT Post Insert
Option 3	Long foundation Tube with Wood Post Inserts	Long foundation Tube with Wood Post Inserts
Option 4	Short Foundation Tube with Soil Plate and Wood Post Inserts	Short Foundation Tube with Soil Plate and Wood Inserts
Option 5	Long Foundation Tube with Wood Post Inserts or Short Foundation Tube with Soil Plate and Wood Post Inserts	6' SYTP or Short Foundation Tube with SYT Post Insert

For post locations 3 through 6, alternates to 6' SYT posts are:

- All Short Tubes with Wood Post Inserts
- All 6' Wood CRT Posts
- All Short Foundation Tubes with SYT Post Insert
- Any combination of above options, as accepted by the FHWA and dictated by the state or specifying agency

**ET-31™ Guardrail End Treatment
NCHRP Report 350 Test Level 3
System Length 40'-7 1/2" (12.35 m)**

For specific assembly, maintenance, or repair details refer to the state or specifying agency's standard drawings and/or Trinity Highway Products standard layout drawings.

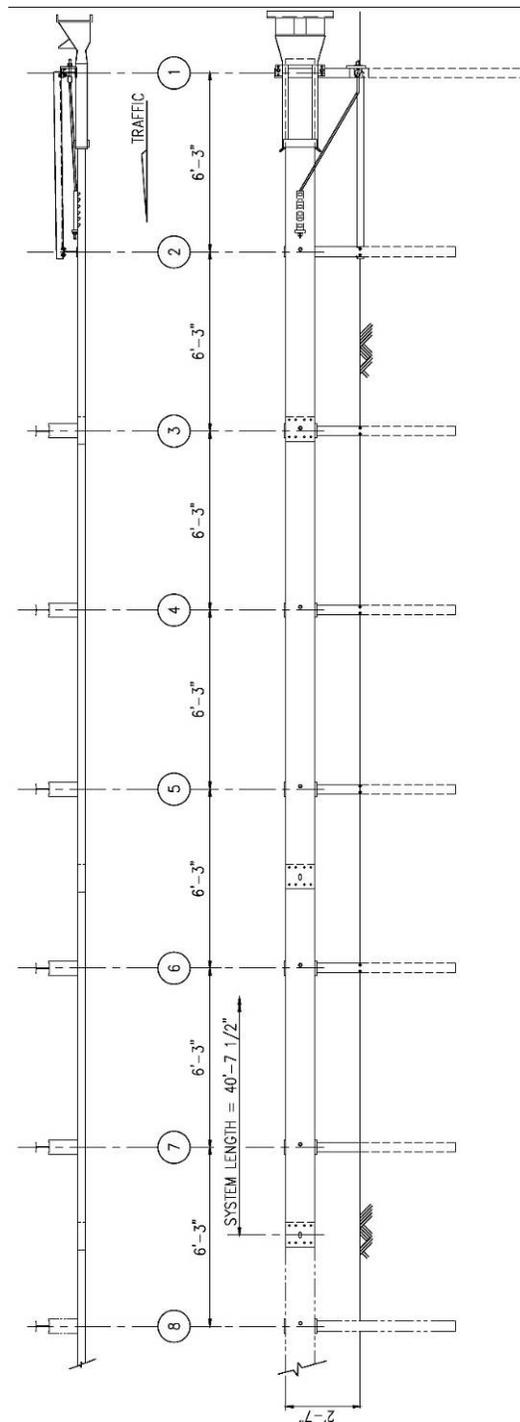


Figure 2 (TL-3)

[This drawing represents one version of the 40'-7 1/2" (12.38 m) system]

Alternative Post and Rail Panel Combinations

At Post locations 1 and 2, the alternates to HBA Post at location 1 and 6' Steel Yielding Treatment Post (SYTP) at location 2 are:

	Post Location 1	Post Location 2
Option 1	HBA Post	Short Foundation Tube with SYT Post insert
Option 2	Long Foundation Tube with Wood Post insert	6' SYTP or short foundation Tube with SYT Post insert
Option 3	Long Foundation Tube with Wood Post Inserts	Long foundation Tube with Wood Post Inserts
Option 4	Short Foundation Tube with soil plates and Wood Post Inserts	Short Foundation Tube with soil plates and Wood Inserts
Option 5	Long foundation Tube with soil Post insert or Short Foundation Tube with soil plate and Wood Post Inserts	6' SYTP or Short Foundation Tube with SYT Post insert

For Post locations 3 through 6, alternates to 6' SYT Posts are:

- All Short Tubes with Wood Post Inserts
- All 6' Wood CRT Posts
- All Short Foundation Tubes with SYT Post insert
- Any combination of above options as accepted by the FHWA and dictated by the state or specifying agency

For Post location 7:

- Steel or Wood line Post dictated by the state or specifying agency

**ET-31™ Guardrail End Treatment
NCHRP Report 350 Test Level 3
System Length 46'-10 1/2" (14.29 m)**

For specific assembly, maintenance, or repair details refer to the state or specifying agency's standard drawings and/or Trinity standard layout drawings.

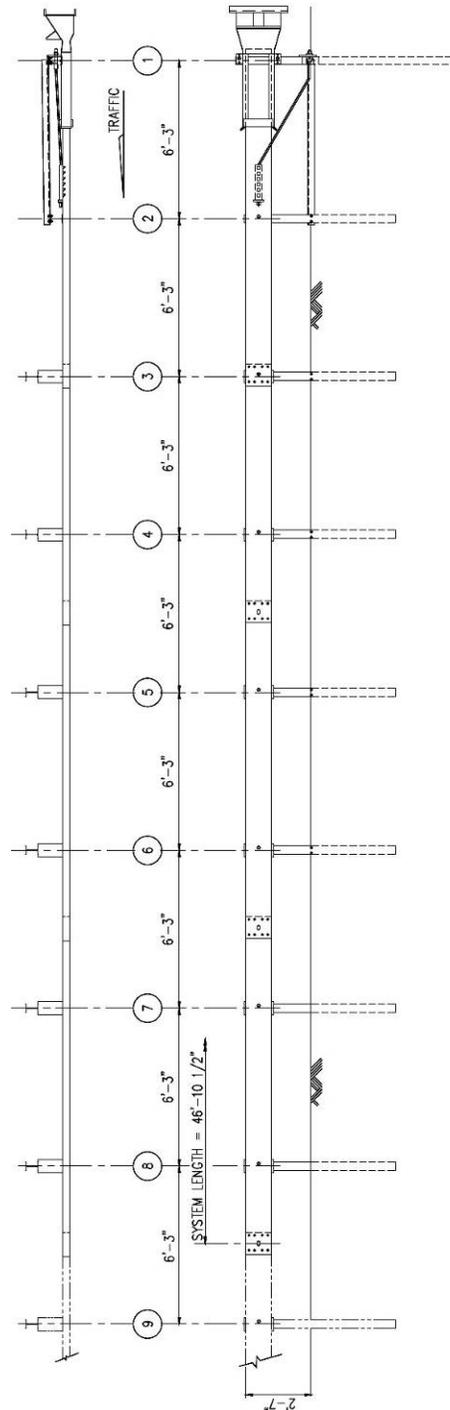


Figure 3 (TL-3)

[This drawing represents one version of the 46'-10 1/2" (14.29 m) system]

Alternative Post and Rail Panel Combinations

At Post locations 1 and 2, the alternates to HBA Post at location 1 and 6' Steel Yielding Treatment Post (SYTP) at location 2 are:

	Post Location 1	Post Location 2
Option 1	HBA Post	Short Foundation Tube with SYT Post insert
Option 2	Long Foundation Tube with Wood Post Insert	6' SYTP or Short Foundation Tube with SYT Post Insert
Option 3	Long Foundation Tube with Wood Post Inserts	Long foundation Tube with Wood Post Inserts
Option 4	Short Foundation Tube with soil plates and Wood Post Inserts	Short Foundation Tube with Soil Plates and Wood Post Inserts
Option 5	Long Foundation Tube with Wood Post Inserts or Short Foundation Tube with Soil Plates and Wood Post Inserts	6' SYTP or Short Foundation Tube with SYT Post Insert

The alternate to two 12' 6" (3.81 m) long rail elements is one 25' 0" (7.62 m) long rail element.

For Post locations 3 through 6, alternates to 6' SYT Posts are:

- All Short Tubes with Wood Post Inserts
- All 6' Wood CRT Posts
- All Short Foundation Tubes with SYT Post insert
- Any combination of above options, as accepted by the FHWA and dictated by the state or specifying agency

For Post location 7 and 8:

- Steel or Wood line Post dictated by the state or specifying agency

**ET-31™ Guardrail End Treatment
NCHRP Report 350 Test Level 3
System Length 53'-1 1/2" (16.19 m)**

For specific assembly, maintenance, or repair details refer to the state or specifying agency's standard drawings and/or Trinity standard layout drawings.

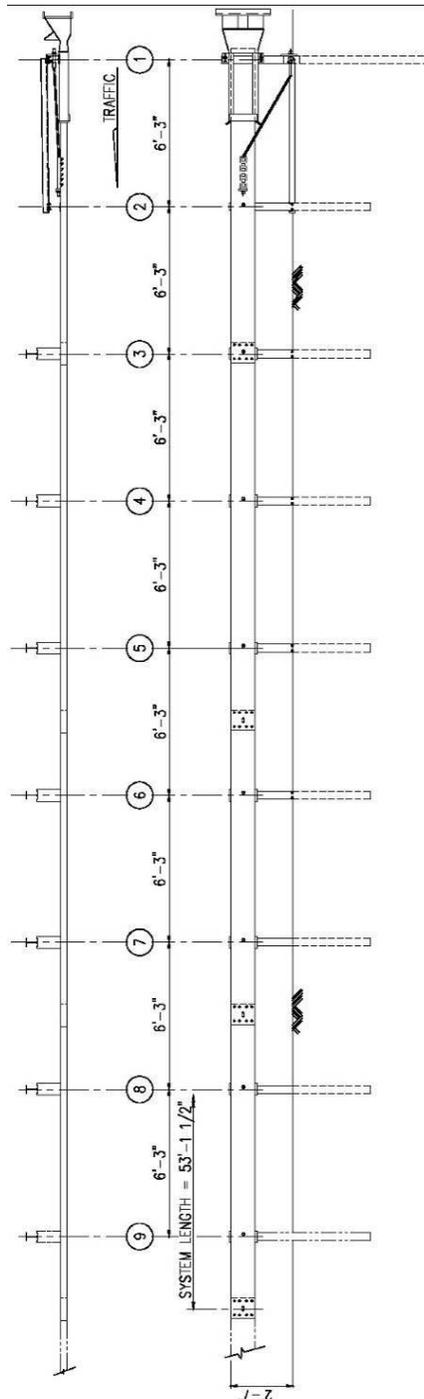


Figure 4 (TL-3)

[This drawing represents one version of the 53'-1 1/2" (16.19 m) system]

Alternative Post and Rail Panel Combinations

At Post locations 1 and 2, the alternates to HBA Post at location 1 and 6' Steel Yielding Treatment Post (SYTP) at location 2 are:

	Post Location 1	Post Location 2
Option 1	HBA Post	Short Foundation Tube with SYT Post insert
Option 2	Long Foundation Tube with Wood Post insert	6' SYTP or Short Foundation Tube with SYT Post Insert
Option 3	Long Foundation Tubes with Wood Post Inserts	Long foundation Tubes with Wood Post Inserts
Option 4	Short Foundation Tubes with Soil Plates and Wood Post Inserts	Short Foundation Tubes with Soil Plates and Wood Post Inserts
Option 5	Long Foundation Tube with Wood Post Inserts or Short Foundation Tube with Soil Plates and Wood Post Inserts	6' SYTP or Short Foundation Tube with SYT Post Insert

The alternate to two 12' 6" (3.81 m) long Rail Panel elements is one 25' 0" (7.62 m) long Rail Panel element.

For Post locations 3 through 6, alternates to 6' SYT Posts are:

- All Short Tubes with Wood Post Inserts
- All 6' Wood CRT Posts
- All Short Foundation Tubes with SYT Post Insert
- Any combination of above options, as accepted by the FHWA and dictated by the state or specifying agency

For Post location 7 through 9:

- Steel or Wood line Post dictated by the state or specifying agency

**ET-31™ Guardrail End Treatment
NCHRP Report 350 Test Level 2
System Length 21'-10 1/2" (6.68 m)**

For specific assembly, maintenance, or repair details refer to the state or specifying agency's standard drawings and/or Trinity Highway Products standard layout drawings.

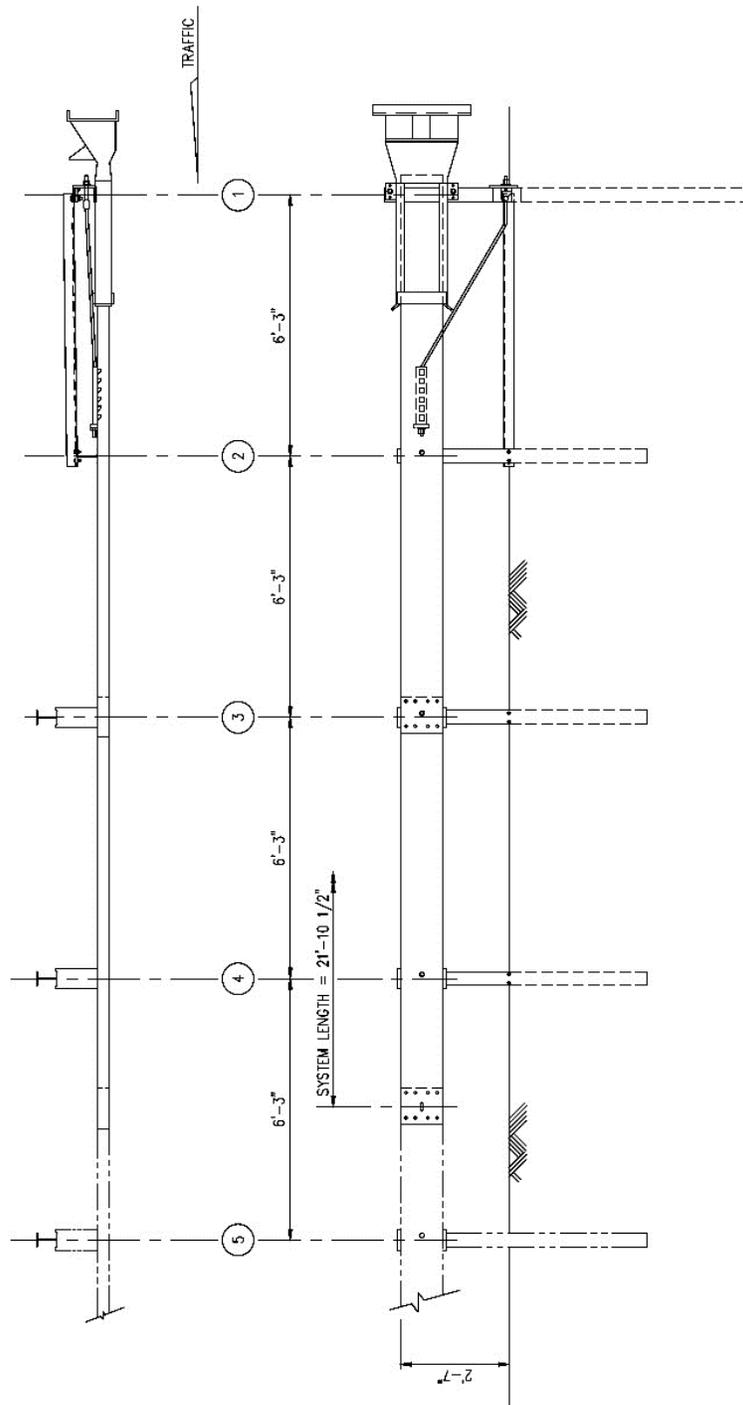


Figure 5 (TL-2)

[This drawing represents one version of the 21'-10 1/2" (6.68 m) system]

Alternative Post Combinations

At Post locations 1 and 2, the alternates to HBA Post at location 1 and 6' Steel Yielding Treatment Post (SYTP) at location 2 are:

	Post Location 1	Post Location 2
Option 1	HBA Post	Short Foundation tube with SYT Post Insert
Option 2	Long Foundation Tube with Wood Post Insert	6' SYTP or Short Foundation Tube with SYT Post Insert
Option 3	Long Foundation Tubes with Wood Post Inserts	Long Foundation Tubes with Wood Post Inserts
Option 4	Short Foundation Tubes with Soil Plates and Wood Post Inserts	Short Foundation Tubes with Soil Plates and Wood Post Inserts
Option 5	Long Foundation Tube with Wood Post Inserts or Short Foundation Tube with Soil Plates and Wood Post Inserts	6' SYTP or Short Foundation Tube with SYT Post Insert

For Post locations 3 and 4, alternates to 6' SYT Posts are:

- All Short Foundation Tubes with Wood Post Inserts
- All 6' Wood CRT Posts
- All Short Foundation Tubes with SYT Post Insert
- Any combination of above options, as accepted by the FHWA and dictated by the state or specifying agency

**ET-31™ Guardrail End Treatment
NCHRP Report 350 Test Level 2
System Length 28'-1 1/2" (8.57 m)**

For specific assembly, maintenance, or repair details refer to the state or specifying agency's standard drawings and/or Trinity Highway Products standard layout drawings.

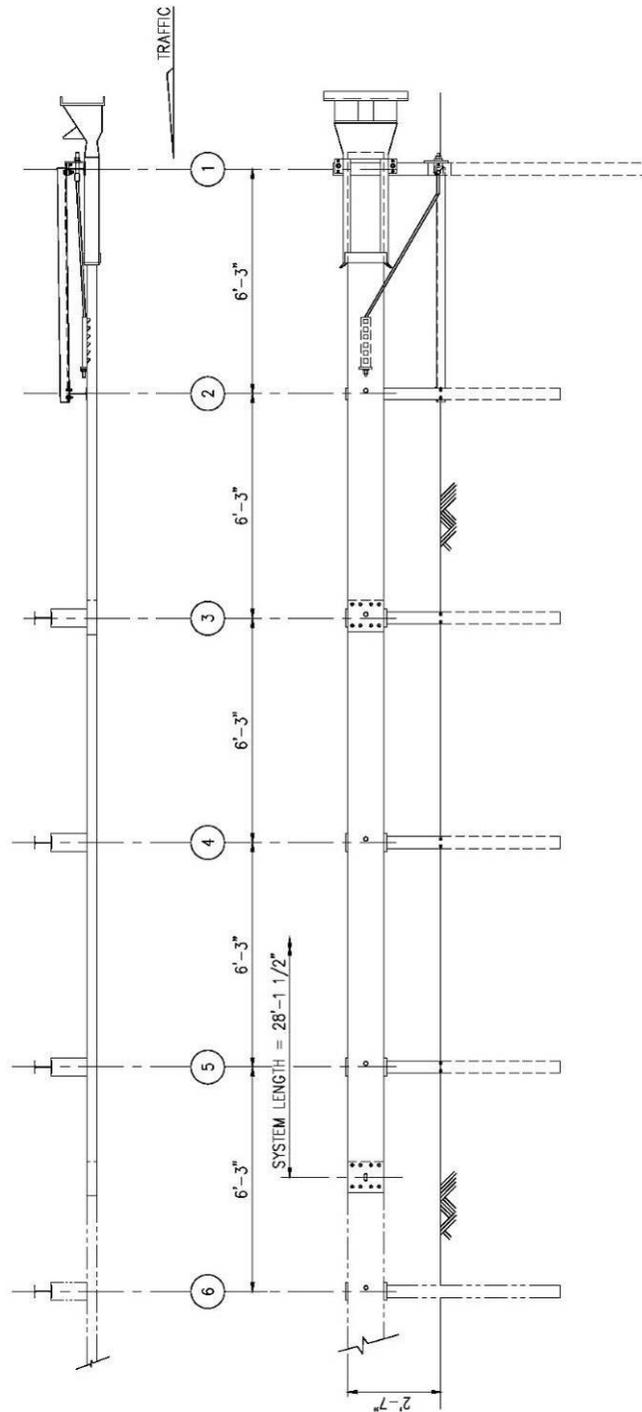


Figure 6 (TL-2)

[This drawing represents one version of the 28'-1 1/2" (8.57 m) system]

Alternative Post Combinations

At Post locations 1 and 2, the alternates to HBA Post at location 1 and 6' Steel Yielding Treatment Post (SYTP) at location 2 are:

	Post Location 1	Post Location 2
Option 1	HBA Post	Short Foundation Tube with SYT Post Insert
Option 2	Long Foundation Tube with Wood Post Insert	6' SYTP or short Foundation Tube with SYT Post Insert
Option 3	Long Foundation Tubes with Wood Post Inserts	Long Foundation Tubes with Wood Post Inserts
Option 4	Short Foundation Tubes with soil plates and Wood Post Inserts	Short Foundation Tubes with Soil Plates and Wood Post Inserts
Option 5	Long Foundation Tube with Wood Post Inserts or Short Foundation Tube with Soil Plates and Wood Post Inserts	6' SYTP or short Foundation Tube with SYT Post Insert

For Post locations 3 and 4, alternates to 6' SYT Posts are:

- All Short Foundation Tubes with Wood Post Inserts
- All 6' Wood CRT Posts
- All Short Foundation Tubes with SYT Post Insert
- Any combination of above options, as accepted by the FHWA and dictated by the state or specifying agency

For Post locations 5:

- Steel or Wood line Post dictated by the state or specifying agency

Bill of Materials English (Metric)



Warning: Use only Trinity Highway Products parts that are specified herein for the ET-31™ Guardrail End Treatment for assembling, maintaining, or repairing the ET-31™ Guardrail End Treatment. Do not utilize or otherwise comingle parts from other systems even if those systems are other Trinity Highway Products systems. Such configurations have not been tested, nor have they been accepted for use. Assembly, maintenance, or repairs using unspecified parts or accessories is strictly prohibited. Failure to follow this warning could result in serious injury or death in the event of a vehicle impact with an UNACCEPTED system.

ET-31™ Guardrail End Treatment

(For specific materials and quantities, see state or specifying agency's options and Trinity standard layout drawings)

PN	Description
11G	12/12.5'/3'-1.5"/S (2.67/3.81/0.952/S) (Guardrail)
32G	12/12.5"/6' 3"/S (2.67/3.81/1.905/S) ANC (Guardrail)
60G	12/25'/6' 3"/S (2.67/7.62/1.905/S) (Guardrail)
704A	Cable Anchor Bracket (unique to ET systems), with welded ears
705G	Pipe Sleeve - 2" STD Pipe x 51/2" (50 STD Pipe x 150 Pipe)
740G	6" x 8" x 4' 6" x 3/16 (152 x 203 x 1375 x 4.8) Tube Sleeve
749G	6" x 8" x 6' 0" x 3/16 (152 x 203 x 1830 x 4.8) Tube Sleeve (Alternate to using 740G and 766G)
758G	6" x 8" x 3'10"x 3/16" (252 x 203 x 1168 x 4.8) Tube Sleeve
766G	18" x 24" x 1/4" (460 x 610 x 16) Soil Plate
782G	8" x 8" x 5/8" (200 x 200 x 16) Bearing Plate (For Wood Post)
995A	ET-PLUS™ Extruder (Head)
3000G	Cable (Assembly) 3/4" x 6' 6" (19 x 1981)
3300G	5/8" (16) Round Washer
3340G	5/8" (16) HGR Nut
3391G	5/8" DIA. x 1 3/4" (16 DIA. x 45) Hex Head Bolt (High Strength)
3360G	5/8" DIA. X 1 1/4" (16 DIA. x 35) Splice Bolt (HGR)
3478G	5/8" DIA. x 7 1/2" (16 DIA. x 190) Hex Head Bolt
3497G	5/8" DIA. x 9 1/2" (16 DIA. x 240) Hex Head Bolt
3500G	5/8" DIA. x 10" (16 DIA. x 255) HGR Post Bolt
3580G	5/8" DIA. x 18" (16 DIA. x 460) HGR Post Bolt
3620G	5/8" DIA. x 22" (16 DIA. x 560) HGR Post Bolt
3700G	3/4" (19) Washer (F844)
3701G	3/4" (19) Washer (F436)
3704G	3/4" (19) Hex Nut
3717G	3/4" x 2 1/2" (19 x 75) Hex Head Bolt (High Strength)
3718G	3/4" x 3" (19 x 75) Hex Head Bolt (High Strength)
3900G	1" (25) Round Washer
3910G	1" (25) Hex Nut
4071B	Wood Post 6" x 8" x 6' 0" (150 x 200 x 1830) CRT

4075B	Wood Block 6" x 8" x 14" (150 x 200 x 355) DR
4076B	Wood Block 6" x 8" x 14" (150 x 200 x 355) DR Routed
4140B	Wood Post 5 1/2" x 7 1/2" x 4'-0 1/4" (140 x 190 x 1225)
4161B	HDPE spacer (SYTP™)
4228B	3/8" x 4" (10 x 100) Lag Screw
4254G	3/8" (10) Round Washer
4255G	3/8" (10) Fender Washer 1 1/2" OD (38)
4258G	3/8" (10) Lock Washer
4261G	3/8" DIA. X 1 1/2" (10 x 38) Hex Head Bolt (Grade 5)
4389G	7/16" (11) Round Washer
4390G	7/16" DIA. x 1 1/2" (11 x 38) GR. 5 Hex Head Bolt
4393G	7/16" (11) Lock Washer
4396G	7/16" (11) Hex Nut
4660B	Wood Block 6" x 12 3/8" x 14" (150 x 315 x 350) Routed
4699G	3/4" (19) Lock Washer
5148G	3/4" DIA. X 9 1/2" (19 DIA. x 240) Hex Head Bolt (High Strength)
5978B	Polymer Block 4 x 12 x 14 (100 x 305 x 350)
6120G	Wood Block 6" x 12" x 14" (150 x 305 x 350)
6321G	3/8" x 2' (10 x 50) Hex Head Bolt (Grade 5)
6405G	3/8" (10) Hex Nut
6907B	Polymer Block 4" x 7 1/2" x 14" (100 x 187 x 350) [King Block]
10967G	12/9'4.5/3'1.5/S (2.67/2.85/0.952/S) (Guardrail)
14328G	3' 9 7/8" Steel Yielding Treatment Post (SYTP™)
15000G	6' Steel Yielding Treatment Post™ (SYTP™)
19258A	8" x 8" x 5/8" (200 x 200 x 16) Bearing Plate With Two Ears/Tabs (For HBA Post)
19948G	1 3/4" x 10 GA x 1 3/4" (44 x 3 x 44) Plate Washer
20442G	12/15'7.5/3'1.5:2@6'3/S (2.67/4.76/.952:2@1.905/S) (Guardrail)
49398A	ET HBA™ Post #1 Top
33873A	ET HBA™ Post #1 Bottom
9852A	Strut (and Yoke Assembly)
32922G	6' 6" (1980) Angle Strut HBA™ / SYTP™ / Wood
33875G	6' 6" (1980) Angle Strut ET HBA™ (6'-3 C/C Slots)
33795G	6' 6" (1980) Angle Strut HBA™ / SYTP™
33730G	6' 7 1/2" (2020) Angle Strut SYTP™ / Wood
33847G	6' 9 1/8" (2060) Angle Strut SYTP™ / CRP

Delineation Options

PN	Description
6206B	Right Side 13" x 27 1/2" (325 x 700) Reflective Sheeting Amber
6207B	Left Side 13" x 27 1/2" (325 x 700) Reflective Sheeting Amber
6668B	Either Side 12" x 12" (305 x 305) Reflective Sheeting (Typically 2 required) Amber
3534B	Either Side 12" x 12" (305 x 305) Reflective Sheeting (Typically 2 required) Silver

Assembling the ET-31™ Guardrail End Treatment

Materials

As packaged, the NCHRP Report 350 ET-31™ Guardrail End Treatment includes all materials needed for a complete assembly. The pay limit will include a 34' 4.5" (10.48 m) system, 40' 7.5" (12.38 m) system, 46' 10.5" (14.29 m) system, or 53' 1.5" (16.19 m) system for TL-3 or 21' 10.5" (6.68 m) or 28' 1.5" (8.57 m) system for TL-2, unless otherwise specified in the contract plans.

Note: Concrete footings or foundations are not required.

Recommended Tools

- 9/16" (14 mm) Socket or wrench
- 15/16" (24 mm) Socket or wrench
- 1 1/4" (32 mm) Socket or wrench
- 1 1/2" (38 mm) Socket or wrench
- Augers
- Post pounders (commonly used in driving Posts)
- Locking pliers
- Tape measure

Recommend Tools for Repair

- Acetylene torch to cut off extruded rail
- Heavy-duty chain to remove the ET-PLUS™ Extruder (Head)
- Locking pliers or Channel Lock pliers
- Sledge hammer
- Post removal tool and other normal guardrail tools
- Eye bolts connected to heavy duty chain (to remove the Posts from Tubes)
- Vehicle to pull the Extruder (Head) from the damaged rail

Note: The above list(s) of tools is a general recommendation. Depending on specific site conditions and the complexity of the assembly specified by the appropriate highway authority, additional or fewer tools may be required. Decisions as to what tools are needed to perform the job are entirely within the discretion of the specifying highway authority, and the authority's selected contractor performing the assembly of the system at the authority's specified site. It is the province of the engineer working under the authority of the local highway authority that owns and has specified this product as to whether or not they wish to use the Extruder (Head) again after impact. Trinity makes no recommendation in this regard.

Site Preparation

When the Guardrail is placed in-line with edge of the shoulder (without any offset), a 25:1 or flatter straight flare over the length of the systems can be used to position the ET-PLUS™ Extruder (Head) further away from the edge of the shoulder. Site grading may be necessary for assemblies beyond the edge of the shoulder for the proper placement of the steel tubes and the CRT Posts. Use the state or specifying agency's standard specifications and drawings for the site grading. Trinity does not direct grading. Complete all grading before the start of the assembly of the ET-31™ Guardrail End Treatment. See *Assembly of the ET-31™ Guardrail End Treatment on a Curve* section for the layout of the ET-31™ Guardrail End Treatment on a curve on Page 24.

If the system is deployed on a curve, see *Assembly of the ET-31™ Guardrail End Treatment on a Curve* section on Page 24. When placing the ET-31™ Guardrail End Treatment outside or inside the curve, the ET-31™ Guardrail End Treatment must be straight over the length of the system. If there are special field conditions encountered when assembling the ET-31™ Guardrail End Treatment, contact the state or specifying agency's engineer. Trinity Highway Products LLC, at (888) 323-6374, is available for consultation with that agency.

Post Placed in Rigid Material

Provide the proper leaveout (the specified area of open space in the pavement) around a Post when assembling the Post in any thickness of concrete or asphalt. The top surfaces of any grout or other backfill placed in the rigid material leaveout **MUST be low enough** so that it does not restrict smooth release of the Anchor Cable Bearing Plate at Post 1 or otherwise obstruct or constrain the 3/8” shear bolts or the 3/4” hinge bolts of the HBA Post. The assembly shall not impede in any fashion the hinging-action or release mechanism of the No. 1 HBA post by burying it in rigid material (asphalt, concrete, rigid soil, etc.)

For leaveout information, please consult the applicable state or specifying agency. Additional source of leaveout information or details can be found in the U.S. Department of Transportation, Federal Highway Administration, Memorandum B 64-B, dated 3/10/04. Trinity can provide this FHWA memo upon request.

Assembling the ET-31™ Guardrail End Treatment on a Curve

When the ET-31™ Guardrail End Treatment is placed on a curve, use the following layouts. All offsets are measured to the face of the rail. Under no circumstances shall the guardrail within the ET-31™ Guardrail End Treatment pay limit be curved.

- Outside the curve: With the line guardrail placed parallel to the curve, the Treatment end is offset from the curve a distance equal to the line guardrail offset plus the value in Table 1. Consult state or specifying agency drawings for details.
- Inside the curve (radius greater than 1000 feet): With the line guardrail placed parallel to the curve, the Treatment end is offset from the curve a distance equal to the line guardrail offset plus the value in Table 1. Consult state or specifying agency drawings for details.
- Inside the curve (radius 1000 feet or less): With the line guardrail placed parallel to the curve, the Treatment end is offset from the curve a distance equal to the line guardrail offset plus one foot maximum in Table 1. Consult state or specifying agency drawings for details.

Table 1

ET-31™ Length	Outside the Curve Max Offset	Inside the Curve With a Radius Greater Than 1000 Feet Max Offset	Inside the Curve With a Radius 1000 Feet or Less Max Offset
53' 1.5"	24 Inches	24 Inches	12 Inches
46' 10.5"	18 Inches	18 Inches	12 Inches
40' 7.5"	18 Inches	18 Inches	12 Inches
34' 4.5"	12 Inches	12 Inches	12 Inches
28'-1 1/2"	12 Inches	12 Inches	12 Inches
21'-10 1/2"	12 Inches	12 Inches	9 Inches

Assembling the Posts

Complete the following steps when assembling HBA™ Posts, Steel Yielding Treatment Posts™ (SYTP™), foundation tube with wood Posts and wood CRT Posts. For non-breakaway posts, follow the agency's assembly instructions. For placing posts in rigid pavement, also see the Post Assembled in Rigid Material section.

Assembling HBA™ Post

Assembling HBA™ Bottom Post – Post Location 1

Complete the following steps to assemble the HBA™ Bottom Post:

Step	Actions
1.	Arrange the HBA™ bottom (PN-33873A) posts so that the large hole (13/16" [21 mm]) is placed downstream (away from the impact end of the system).
2.	Select Option A or Option B for this assembly.
Option A	Drive the HBA™ Bottom Post with an approved driving head to a depth of approximately 72" (1830 mm).
Option B	<ol style="list-style-type: none"> 1. Drill a 12" (300 mm) maximum diameter pilot hole approximately 72" (1830 mm) deep. 2. Insert the bottom HBA™ Post in the hole. 3. Backfill the holes with compactable materials in 6" (150 mm) lifts and compact with pneumatic equipment to optimum compaction. <p>Note: In either option, the optimum depth will have the 13/16" (21 mm) hole in the post plates (ears/tabs) even with the finished grade.</p>

Assembling HBA™ Top Post

Complete the following steps to assemble the HBA™ Top Post, after the Bottom Post has been assembled:

Step	Actions
1.	Place the Top Post (PN-49398A) at Post 1, by aligning the holes of the post plates (ears) on the top and bottom posts. Note: The Top Post's post plates (ears) can be attached on either side of the Bottom Post's post plates (ears).
2.	Insert a 3/8" (10 mm) diameter x 2" (50 mm) hex head high strength bolt (PN-6321G) through the 7/16" (11 mm) holes of the post plates (ears) on the Top and Bottom Posts.
3.	Place a 3/8" (10 mm) washer (PN-4252G) and a 3/8" (10 mm) lock washer (PN-4258G) under a 3/8" (10 mm) hex nut (PN-6405G) on the inserted bolts to secure. Note: The bolts can be assembled so the nuts are on the inside or outside of the post plates (ears).
4.	Tighten the nuts to a snug position. The designer does not recommend a torque requirement for the HBA field assembly.
5.	Insert a 3/4" (19 mm) diameter x 2 1/2" (63 mm) hex head high strength bolt (PN-5148G) in the 13/16" (21 mm) hole of the HBA™ Post 1 post plates on the side opposite the strut. Do not assemble the 3/4" (19 mm) bolt on the strut side of Post 1, until the strut is ready to be assembled. Note: The bolts can be assembled so the nuts are on the inside or outside of the post plates (ears).
6.	Place a 3/4" (19 mm) washer (PN-3701G) and a 3/4" (19 mm) lock washer (PN-4699G) under a 3/4" (19 mm) hex nut on the inserted bolt to secure.
7.	Tighten the nuts to a snug position. The designer does not recommend a torque requirement for the HBA field assembly.

Assembling the Steel Yielding Treatment Post™ (SYTP™)

The SYTP™ can be driven or assembled in a tube. For SYTP™ assembly in a tube, see the *Assembling the SYTP™ in Tubes* section. The SYTP™ can be assembled at all locations EXCEPT at location 1. Complete the following step to assemble the SYTP™:



Warning: Do NOT assemble SYTP™ at location 1. Failure to follow this warning could result in serious injury or death in the event of a collision.

Placing the 6' (1.83 m) SYTP™

Step	Actions
1.	Drive all the 6' 0" SYTP™ (PN-15000G) to the optimum depth where the centers of the four yielding holes through the flange are at the ground line.
	Warning: DO NOT assemble SYTP™ at location 1. Failure to follow this warning could result in serious injury or death in the event of a collision.
	Warning: Ensure that the proper leaveout (the specified area of open space in the pavement) around the posts is reserved and filled with state or specifying agency approved backfill material that will not prevent movement, for any posts assembled in rigid pavement such as any thickness of concrete or asphalt. Failure to follow this warning could result in serious injury or death in the event of a collision.

Assembling Foundation Tubes

Complete the following steps to assemble foundation tubes.

6' 0" Foundation Tube (Post locations 1 and/or 2)

Step	Actions
1.	Assemble a 5/8" x 7 1/2" (16 mm x 190 mm) hex head bolt (PN-3478G) and 5/8" (16 mm) HGR nut (PN-3340G) in the Foundation Tube (PN-749G) as a post stop. Use 2 bolts when the SYTP is assembled. Use 1 bolt when a Wood Post is assembled. Note: Do not over tighten the nuts and deform the tubes as this will complicate post replacement.
2.	The foundation tube can be assembled by driving or with a pilot hole. See <i>For Driven Foundation Tube Assembling</i> or <i>For Pilot Hole Foundation Tube Assembly</i> sections for assembly instructions.
3.	Assemble the foundation tubes at locations 1 and 2. Use the strut as a guide for the spacing of the tubes. Note: Do not drive Tubes with the Wood Post inserted; this will complicate post replacement.
	Warning: Ensure that the proper leaveout (the specified area of open space in the pavement) around the posts is reserved and filled with state or specifying agency approved backfill material that will not prevent movement, for any posts assembled in rigid pavement such as any thickness of concrete or asphalt. Failure to follow this warning could result in serious injury or death in the event of a collision.

4' 6" Foundation Tube with Soil Plate (Post locations 1 and/or 2)

Step	Actions
1.	Bolt the Soil Plate (PN-766G) to the Foundation Tube (PN-740G) with two 5/8" x 7 1/2" (16 mm x 190 mm) hex head bolts (PN-3478G) and 5/8" (16 mm) HGR nuts (PN-3340G) (no washers). Note: Do not over tighten the nuts and deform the tubes; this will complicate post replacement.
2.	The foundation tube can be placed by driving or with a pilot hole. See <i>For Driven Foundation Tube Assembly</i> or <i>For Pilot Hole Foundation Tube Assembly</i> sections for assembly instructions.
3.	Assemble the foundation tubes at locations 1 and 2. Use the strut as a guide for the spacing of the tubes. If the Soil Plate is utilized, position it on the downstream side of the post (away from the Impact Head). Note: Do not drive Tubes with the Wood Post inserted; this will complicate post replacement.
	Warning: Ensure that the proper leaveout (the specified area of open space in the pavement) around the posts is reserved and filled with state or specifying agency approved backfill material that will not prevent movement, for any posts assembled in rigid pavement such as any thickness of concrete or asphalt. Failure to follow this warning could result in serious injury or death in the event of a collision.

4' 6" Foundation Tube (Post locations 2 - 6, per state specifications):

Step	Actions
1.	Assemble a 5/8" x 7 1/2" (16 mm x 190 mm) hex head bolt (PN-3478G) and 5/8" (16 mm) HGR nut (PN-3340G) in the Foundation Tube (PN-749G) as a post stop. Use 2 bolts where the SYTP is placed. Use 1 bolt when a wood post is attached. Note: Do not over tighten the nuts and deform the tubes as this will complicate post replacement.
2.	The foundation tube can be assembled by driving or with a pilot hole. See <i>For Driven Foundation Tube Assembly</i> or <i>For Pilot Hole Foundation Tube Assembly</i> sections for Assembly instructions.
3.	Assemble the foundation tubes. Use the strut as a guide for the spacing of the tube at location 2. Note: Do not drive tubes with the wood post inserted; this will complicate post replacement.
	Warning: Ensure that the proper leaveout (the specified area of open space in the pavement) around the posts is reserved and filled with state or specifying agency approved backfill material that will not prevent movement, for any posts placed in rigid pavement such as any thickness of concrete or asphalt. Failure to follow this warning could result in serious injury or death in the event of a collision.

3' 10" Foundation Tube (Post locations 2 - 6, per state specifications):

Step	Actions
1.	Assemble a 5/8" x 7 1/2" (16 mm x 190 mm) hex head bolt (PN-3478G) and 5/8" (16 mm) HGR nut (PN-3340G) in the Foundation Tube (PN-758G) as a post stop. Use 2 bolts where the SYTP is deployed. Use 1 bolt when a wood post is deployed. Note: Do not over tighten the nuts and deform the tubes as this will complicate post replacement.
2.	The foundation tube can be assembled by driving or with a pilot hole. See <i>For Driven Foundation Tube Assembly</i> or <i>For Pilot Hole Foundation Tube Assembly</i> sections for Assembly instructions.
3.	Assemble the foundation tubes. Use the strut as a guide for the spacing of the tube at location 2. Note: Do not drive Tubes with the Wood Post inserted; this will complicate post replacement.
	Warning: Ensure that the proper leaveout (the specified area of open space in the pavement) around the Posts is reserved and filled with state or specifying agency approved backfill material that will not prevent movement, for any posts placed in rigid pavement such as any thickness of concrete or asphalt. Failure to follow this warning could result in serious injury or death in the event of a collision.

Assembly Options for Foundation Tubes

Complete the following steps to place foundation tubes.

For Driven Foundation Tube Assembly

Step	Actions
1.	Drive the foundation tubes (with an appropriate driving head) to the optimum depth, where the top of the tube is 2 5/8" (67 mm) above the finished grade. Note: Take extra care to prevent settlement or lateral displacement of the tubes, to ensure the posts attach to the guardrail, correctly.
2.	Ensure that the finished guardrail height will be approximately 31" (787 mm) above the finished grade, or as the state or specifying agency plans indicate.
3.	Ensure that the tubes do not project more than 4" (100 mm) above the finished grade.
	Warning: Ensure that the proper leaveout (the specified area of open space in the pavement) around the posts is reserved and filled with state or specifying agency approved backfill material that will not prevent movement, for any posts placed in rigid pavement such as any thickness of concrete or asphalt. Failure to follow this warning could result in serious injury or death in the event of a collision.

For Pilot Hole Foundation Tube Assembly

Step	Actions
1.	Drill a 12" (300 mm) maximum diameter pilot hole approximately 49" (1245 mm) deep for the 3' 10" (1168 mm) long foundation tube, 57" (1450 mm) deep for the 4' 6" (1370 mm) long foundation tube or 75" (1905 mm) for the 6' 0" (1830 mm) long foundation tube. If the foundation tube has a soil plate, use Option A or B with this step.
Option A	Cut slots for the soil plates out by hand or by using a rock bar and then follow all of the steps of Option A for 4' 6" tube with soil plate, above.
Option B	Drill three adjacent 12" (300 mm) maximum diameter holes or one 24" (610 mm) maximum diameter hole to accommodate the soil plate / tube assembly and then follow all of the steps of Option A for 4' 6" tube with soil plate, above. Note: Take extra care to prevent settlement or lateral displacement of the tubes, to ensure the posts attach to the guardrail correctly.
	Warning: Ensure that the proper leaveout (specified area of open space in the pavement) around the posts is reserved and filled with state or specifying agency approved backfill material that will not prevent movement, for any posts placed in rigid pavement such as any thickness of concrete or asphalt. Failure to follow this warning could result in serious injury or death in the event of a collision.
2.	Backfill the hole with compactable materials in 6" (150 mm) lifts and compact with pneumatic equipment to optimum compaction.
3.	Ensure that the finished guardrail height will be approximately 31" (787 mm) above the finished grade, or as the state or specifying agency plans indicate.
4.	Ensure that the tubes do not project more than 4" (100 mm) above the finished grade.

Assembling the SYTP™ in Tubes (Post Locations 2 through 6)

Step	Actions
1.	Attach the 3' 9 7/8" (1.16 m) SYTP™ (PN-14328G) in tubes.
	Warning: DO NOT assemble SYTP™ at location 1. Failure to follow this warning could result in serious injury or death in the event of a collision.
	Warning: Ensure that the proper leave out (the specified area of open space in the pavement) around the posts is reserved and filled with state or specifying agency approved backfill material that will not prevent movement, for any posts assembled in rigid pavement such as any thickness of concrete or asphalt. Failure to follow this warning could result in serious injury or death in the event of a collision.
2.	Follow the instructions in the <i>Assembling the Strut</i> section, Step 5.
3.	Except at Post 1, assemble the SYTP™ in a tube at locations required for the system with the four yielding holes (through the flange) at the top of the tube.
4.	From the embankment side of the tube, insert a 5/8" x 9 1/2" (16 mm x 240 mm) hex head bolt (PN-3497G) through the tube, the spacer (PN-4161), and the SYTP™
5.	Place a 5/8" (16 mm) HGR nut (PN-3340G) on the inserted bolt, to secure the SYTP™ to the tube. Note: Do not over tighten the nut and deform the tubes; this will complicate post replacement.

Assembling Wood Posts in Tubes

Complete the following steps to assemble wood posts in tubes:

Step	Actions
1.	Insert Pipe Sleeve (PN-705G) in post (PN-4140B) and assemble the wood post in the steel tube at location 1.
2.	Assemble Wood Post(s) (PN-4140B) in tubes at locations required for the system, as dictated by the state or specifying agency.
3.	Insert a 5/8" x 9 1/2" (16 mm x 240 mm) hex head bolt (PN-3497G) through the Foundation Tube and the Wood Post at all locations EXCEPT locations 1 and 2. Note: The bolt must be assembled from the embankment side, to aid in possible post replacement.
4.	Place a 5/8" (16 mm) HGR nut (PN-3340G) on the end of the inserted bolt.
5.	Tighten the nuts to a snug position. Note: Do not over tighten the bolts and deform the tubes; this will complicate post replacement.
	Warning: Ensure that the proper leaveout (the specified area of open space in the pavement) around the posts is reserved and filled with state or specifying agency approved backfill material that will not prevent movement, for any posts assembled in rigid pavement such as any thickness of concrete or asphalt. Failure to follow this warning could result in serious injury or death in the event of a collision.

Assembling Wood CRT Posts

Complete the following steps to assemble the wood CRT posts:

Step	Actions
1.	Assemble the Wood Posts (PN-4071B) at locations required for the system, spaced at 6' 3" (1270 mm) apart. Select Option A or Option B to place the CRT posts.
Option A	Drive posts into the ground.
Option B	<ol style="list-style-type: none"> 1. Drill 12" (300 mm) maximum diameter pilot holes approximately 44" (1120 mm) deep. 2. Insert the 6' 0" (1830 mm) Wood Posts into these holes. 3. Backfill the holes with compactable materials in 6" (150 mm) lifts and compact with pneumatic equipment to optimum compaction.
	Note: In either option within Step 1, the bottom of the upper 3 1/2" (90 mm) hole in the post is approximately at the finished grade.
	Warning: DO NOT assemble 6' 0" CRT post at location 1 and 2. Failure to follow this warning could result in serious injury or death in the event of a collision.
	Warning: Ensure that the proper leaveout (the specified area of open space in the pavement) around the posts is reserved and filled with state or specifying agency approved backfill material that will not prevent movement, for any posts assembled in rigid pavement such as any thickness of concrete or asphalt. Failure to follow this warning could result in serious injury or death in the event of a collision.

Assembling Foundation Tubes, HBA™ Posts, or SYTP™ when Encountering Rock

Complete the following steps to assemble foundation tubes, HBA™ posts or SYTP™ when encountering rock:

Step	Actions
1	Select Option A or Option B below when encountering rock, unless there is a more restrictive state or specifying agency specification.
Option A	If rock is encountered and 20 inches (510 mm) or less of the full length post or foundation tube remains to be embedded:
	<ol style="list-style-type: none"> 1. Drill a 12" to 16" (300 mm to 400 mm) diameter hole into the rock. 2. Drill holes 2" (50 mm) deeper than the required embedment depth. 3. Place granular material or small pieces of the drilled rock in the bottom 2" (50 mm) of the hole for drainage. 4. Assemble the tube or post into the hole. Backfill the hole with compactable materials in 6" (150 mm) lifts and compact with pneumatic equipment to optimum compaction.
	Note: If compactable, the material removed from the hole may be used for backfill.

Option B	<p>If rock is encountered and more than 20 inches (510) of the full length post or foundation tube remains to be embedded:</p> <ol style="list-style-type: none"> 1. Drill a 12" to 16" (300 mm to 400 mm) diameter hole 22" (560 mm) deep into the rock. 2. Cut off the embedded portion of the tube or post so the Guardrail will be at the proper mounting height. Cutting off the bottom of the embedded portion of full length post or foundation tube is permitted only when a minimum of 20" (510 mm) embedment into rock can be achieved. 3. Place granular material or small pieces of the drilled rock in the bottom 2" (50 mm) of the hole for drainage. 4. Assemble the tube or post in the hole. Backfill the hole with compactable materials in 6" (150 mm) lifts and compact with pneumatic equipment to optimum compaction. <p>Note: If compactable, the material removed from the hole may be used for backfill.</p>
	<p>Warning: Ensure that the proper leaveout (the specified area of open space in the pavement) around the posts is reserved and filled with state or specifying agency approved backfill material that will not prevent movement, for any posts assembled in rigid pavement such as any thickness of concrete or asphalt. Failure to follow this warning could result in serious injury or death in the event of a collision.</p>

Assembling the Strut

Complete the following steps when assembling the strut:

Note: For all strut assemblies, the assembler must provide a shallow valley or trough for assembly of the strut, since a portion of the angle strut will be below grade.

Assembling the Strut with HBA™ Post at Post 1 and SYTP™ at Post 2

Complete the following steps to assemble the strut.

At Post 1

Step	Actions
1.	<p>Place the angle strut on the outside flanges of the HBA™ post.</p> <p>Note: The strut can be placed with one of the legs flat on the ground or with the leg edge on the ground. The strut may be attached either on the traffic side or the field side of the posts.</p>
2.	<p>Assemble a 3/4" (19 mm) diameter x 2 1/2" (63 mm) hex head high strength bolt (PN-3717G) in the 13/16" (21 mm) hole of the HBA™ Post 1 post plates. Place the bolt through the top and bottom post's post plates and through the strut.</p>
3.	<p>Place a 3/4" (19 mm) washer (PN-3700G) and a 3/4" (19 mm) lock washer under a 3/4" (19 mm) hex nut on the end of the bolt to secure.</p>
4.	<p>Tighten the nuts to a snug position. (The designer does not recommend a torque requirement.)</p>

For Angle Strut with 6' SYTP™ at Post 2

Step	Actions
1.	Place the Angle Strut (PN-33795G) on the embankment side of the SYTP™. (The strut can be placed with one of the legs flat on the ground or with the leg edge on the ground.)
2.	Place a 7/16" (11 mm) round washer (PN-4389G) on the two 7/16" (11 mm) diameter x 1 1/2" (38 mm) hex head high strength bolts (PN-4390G).
3.	Insert the two bolts through the two slotted holes of the strut and the yielding diameter holes of the SYTP™, at Post 2.
4.	Place a 7/16" (11 mm) lock washer (PN-4393G) and a plate washer (PN-19948G) under a 7/16" (11 mm) hex nut (PN-4388G) on the ends of inserted bolts. When in the correct position, plate washer is placed against yielding holes of the post and under the lock washer and nut.
5.	Tighten the nuts to a snug position. (The designer does not recommend a torque requirement.)

For Angle Strut with SYTP™ in Tube at Post 2

Step	Actions
1.	Place the Angle Strut (PN-33875G) on the embankment side of the tube. (The strut can be placed with one of the legs flat on the ground or with the leg edge on the ground.)
2.	Place a 3/4" (19 mm) washer (PN-3701G) on a 3/4" (19 mm) diameter x 9 1/2" (240 mm) hex head high strength bolt (PN-5148G).
3.	From the embankment side, insert the bolt through the Strut, Foundation Tube, spacer (PN-4161), and the SYTP™ at Post 2.
4.	Place a 3/4" (19 mm) washer (PN-3701G) under a 3/4" (19 mm) hex nut on the end of the inserted bolt.
5.	Tighten the nuts to a snug position. (The designer does not recommend a torque requirement.) Note: Do not over tighten the bolts and deform the tubes; this will complicate possible post replacement.

Assembling the Strut with Wood CRT Post in Tube at Post 1 and SYTP™ at Post 2

Complete the following steps to assemble the strut:

At Post 1

Step	Actions
1.	Place the Angle Strut on the embankment side of the Foundation Tube.
2.	Place a 3/4" (19 mm) washer (PN-3701G) on a 3/4" (19 mm) diameter x 9 1/2" (240 mm) hex head high strength bolt (PN-5148G).
3.	From the embankment side, insert the bolt through the Strut, the Foundation Tube, and the Wood Post.
4.	Place a second washer under a 3/4" (19 mm) hex nut (PN-3704G) on the end of the inserted bolt.
5.	Tighten the nuts to a snug position. (The designer does not recommend a torque requirement.)

For Angle Strut with 6' SYTP™ at Post 2

Step	Actions
1.	Place the Angle Strut (PN-33730G) on the embankment side of the SYTP™. (The Strut can be placed with one of the legs flat on the ground or with the leg edge on the ground.)
2.	Place a 7/16" (11 mm) round washer (PN-4389G) on the two 7/16" (11 mm) diameter x 1 1/2" (38 mm) hex head high strength bolts (PN-4390G).
3.	Insert the two bolts through the two slotted holes of the strut and the yielding diameter holes of the SYTP™, at Post 2.
4.	Place a 7/16" (11 mm) lock washer (PN-4393G) and a plate washer (PN-19948G) under a 7/16" (11 mm) hex nut (PN-4388G) on the ends of inserted bolts. When in the correct position, the plate washer is assembled against the yielding holes of the post and under the lock washer and nut.
5.	Tighten the nuts to a snug position. (The designer does not recommend a torque requirement)

For Angle Strut with SYTP™ in Tube at Post 2

Step	Actions
1.	Place the Angle Strut (PN-33875G) on the embankment side of the tube. (The Strut can be placed with one of the legs flat on the ground or with the leg edge on the ground.)
2.	Place a 3/4" (19 mm) washer (PN-3701G) on a 3/4" (19 mm) diameter x 9 1/2" (240 mm) hex head high strength bolt (PN-5148G).
3.	From the embankment side, insert the bolt through the Strut, Foundation Tube, spacer (PN-4161), and the SYTP™ at Post 2.
4.	Place a 3/4" (19 mm) washer (PN-3701G) under a 3/4" (19 mm) hex nut on the end of the inserted bolt
5.	Tighten the nuts to a snug position. (The designer does not recommend a torque requirement.) Note: Do not over tighten the bolts and deform the tubes; this will complicate possible post replacement

Assembling the Strut with Wood Posts in Soil Tubes (Post Locations 1 and 2)

Complete the following steps to assemble the strut:

For Angle Strut

Step	Actions
1.	Place the Angle Strut (PN-33875G) on the embankment side of the Foundation Tubes.
2.	Place a 3/4" (19 mm) washer (PN-3701G) on a 3/4" (19 mm) diameter x 9 1/2" (240 mm) hex head high strength bolt (PN-5148G).
3.	From the embankment side, insert the bolt through the Strut, the Foundation Tube, and the Wood Post.
4.	Place a second washer under a 3/4" (19 mm) hex nut (PN-3704G) on the end of the inserted bolt.
5.	Tighten the nuts to a snug position. (The designer does not recommend a torque requirement.)

For Channel Ground Strut

Step	Actions
1.	Place the slotted yokes of the Ground Strut (PN-9852A) over the Foundation Tubes.
2.	Place a 5/8" (16 mm) round washer (PN-3300G) on a 5/8" (16 mm) diameter x 9 1/2" (240 mm) hex head bolt (PN-3497G).
3.	From the embankment side, insert the bolt through the Strut, Foundation Tube, and the Wood Post.
4.	Place a second washer under a 5/8" (16 mm) HGR hex nut on the end of the inserted bolt.
5.	Tighten the nuts to a snug position. (The designer does not recommend a torque requirement.) Note: Do not over tighten the bolts and deform the tubes; this will complicate possible post replacement.

Assembling Offset Blocks and Rail Panels

The ET-31™ Guardrail End Treatment uses a 12' 6" (3.81 m) Rail Panel (PN-32G). Depending on the state or specifying agency standards, a combination of the following Rail Panels will be used for their system: 9' 4 1/2" (2.86 m) Rail Panel (PN-10967G), 15' 7 1/2" (4.76 m) Rail Panel (PN-20442G), 12' 6" (3.81 m) Rail Panel (PN-11G), or 25' (7.62 m) Rail Panel (PN-60G).



Warning: DO NOT bolt the Rail Panel to the post at location 1 in any of the ET-31™ Guardrail End Treatment. Failure to follow this warning could result in serious injury or death in the event of a collision.

Splicing the Rail Panels

Complete the following steps to splice the rail panels:

Step	Actions
1.	Lap the Treatment rail in the direction of traffic, unless the state or specifying agency's policy dictates otherwise. EACH RAIL PANEL MUST BE STRAIGHT WITH NO VISIBLE DISTORTIONS OR BLEMISHES SUCH AS CURVES, DENTS, CUTS, TEARS, EXTRA HOLES, CUT-OUTS, CORROSION OR SIGNS OF PAST REPAIRS. Rails with distortions that could compromise its ability to resist compressive load induced by the Head during head-on impacts shall not be used.
2.	Splice the Rail Panels together with eight 5/8" x 1 1/4" (16 mm x 32 mm), HGR splice bolts (PN-3360G), and 5/8" (16 mm) HGR hex nuts.
	Warning: USE ONLY PROPER LENGTH SPLICE BOLTS (1-1/4" LONG) which have Trinity's "TRN" identifying mark stamped into the top of the bolt head. Failure to follow this warning could result in serious injury or death in the event of a collision.
3.	Tighten the bolts. (There is no torque requirement.)

Assembling the Offset Block and Rail Panel to Wood Posts (Posts 3 through 6)

Complete the following steps to attach the Offset Blocks and Rail Panels to the Wood Posts:

Step	Actions
1.	1. At locations with Wood Posts and Wood Blocks, insert a 5/8" (16 mm) diameter 22" (560 mm) HGR post bolt (PN-3620G) through the Rail Panel, Offset Block (PN-4660B), and the Post. Note: Offset Blocks are NOT used at post locations 1 and 2, but are used at all other locations.
	Warning: Do NOT bolt the Rail Panel to the post at location 1 in any of the ET-31™ Guardrail End Treatment. Failure to follow this warning could result in serious injury or death in the event of a collision.
2.	Place a 5/8" (16 mm) round washer (PN-3300G) under a 5/8" (16 mm) HGR nut (PN-3340G).
3.	Tighten the bolts. (There is no torque requirement for these bolts.)
4.	Secure the Offset Block by toe nailing the Block to the Post or the Post to the Block, with two 16d hot-dipped galvanized nails approximately 3" (75 mm) from the top of the Post or Block, one on each side, to prevent it from rotating.

Assembling the Offset Block and Rail Panel to SYTP™ (Posts 3 through 6)

Complete the following steps to attach the Offset Blocks and Rail Panels to the SYTP™:

Step	Actions
1.	At locations with Steel Yielding Treatment Post™ (SYTP™) with Offset Blocks, insert a 5/8" (16 mm) diameter x 14" (355 mm) HGR post bolt (PN-3540G) through the Rail Panel, routed Wood (PN-4076B) or Composite (PN-6707B) Blockout, and the SYTP™. Note: Offset Blocks are NOT used at post locations 1 and 2. For SYTP™ Inserts, there are two sets of holes in the SYTP™ for attaching the rail. Use the holes in the SYTP™ that will place the rail at the correct height.
	Warning: DO NOT bolt the Rail Panel to the post at location 1 in any of the ET-PLUS™ systems. Failure to follow this warning could result in serious injury or death in the event of a collision.

	<p>Warning: Ensure all Wood Blocks or Composite Blocks used with steel posts are routed. Failure to follow this warning could result in serious injury or death in the event of a collision.</p>
2.	Place a 5/8" (16 mm) round washer (PN-3300G) under a 5/8" (16 mm) HGR nut (PN-3340G) on the inserted bolt.
3.	Tighten the bolts. (There is no torque requirement for these bolts.)

Assembling the Rail Panel to the Post without Offset Block at Post 2

Complete the following steps to attach the Rail Panel to the Post without Offset Block at Post 2:

Step	Actions
1.	Select Option A or Option B to attach the Rail Panel without Offset Block at Post 2:
Option A	<p>For Wood Post:</p> <ol style="list-style-type: none"> 1. Insert a 5/8" (16 mm) diameter x 10" (255 mm) HGR post bolt (PN-3500G) through the Rail Panel and the Wood Post at location 2. 2. Place a 5/8" (16 mm) round washer (PN-3300G) under a 5/8" (16 mm) HGR nut (PN-3340G) on the inserted bolt. Tighten the bolts. (There is no torque requirement for these bolts.)
Option B	<p>For SYTP™:</p> <ol style="list-style-type: none"> 1. Insert a 5/8" (16 mm) diameter x 1 1/4" (31 mm) HGR bolt (PN-3360G) through the Rail Panel and the hole in the SYTP™. <p>Note: For SYTP™ Inserts use the hole in the SYTP™ that will place the Rail Panel at the correct height. (If there are two sets of holes in the SYTP™ for attaching the Rail Panel.)</p> <ol style="list-style-type: none"> 2. Place a 5/8" (16 mm) round washer (PN-3300G) under a 5/8" (16 mm) HGR nut (PN- 3340G) on the inserted bolt.

Assembling the Cable Anchor Assembly

The Cable Anchor Bracket (PN-704A) is secured to the Rail Panel, by inserting the square protruding hooks / lugs on the bracket into the square slots in the rail panel. The Cable Anchor Bracket is locked into place, by pulling the bracket towards the impact end of the unit, making sure the hooks / lugs are well seated into the square holes.

Complete the following steps to assemble the Cable Anchor Bracket assembly:

Step	Actions
1.	Slide one end of the Cable (PN-3000G) into the Cable Anchor Bracket and the other end through Post 1.
2.	Place a 1" (25 mm) washer (PN-3900G) and 1" (25 mm) hex nut (PN-3910G) on the end of the cable that extends through the Cable Anchor Bracket. Turn the nut, until at least 2 threads are completely through the nut.
3.	Place the Bearing Plate (PN-19258A with two side ears/tabs on the steel post, PN-782G with no side ears/tabs on Wood Post) on the impact side of Post 1 where the Cable extends through the Post. The Cable Bearing Plate MUST BE oriented with the "long" dimension turned up. The hole in the Bearing Plate is off center (in the vertical direction), 5" (125 mm) from one edge and 3" (75 mm) from the opposite edge. The two ears/tabs on the Bearing Plate (PN-19258A) must straddle the left and right side of the HBA hinge assembly.
4.	If applying the Bearing Plate with no side ears/tabs (PN-782G) to a wood post at Post 1, drive two 16d hot-dipped galvanized nails along the top edge of the bearing plate and bend over to prevent the bearing plate from rotating.
	Warning: Any grout, backfill, or other materials (such as concrete, asphalt, or soil) must be low enough so as not to obstruct, constrain, or otherwise engage the Bearing Plate. Failure to eliminate the interaction of soil or materials with the Bearing Plate will hinder the performance of the ET-31™ Guardrail End Treatment and could result in serious injury or death in the event of a collision.
5.	Place a 1" (25 mm) washer under a nut on the end of the Cable extending through Post 1.
6.	Restrain the Cable with locking pliers at the end being tightened, to avoid twisting the Cable.
7.	Tighten the hex nuts on the Cable ends, until the Cable is taut. The Cable is considered taut when it does not deflect more than 1" (25 mm) when pressure is applied by hand in an up or down direction.
8.	The shank portion of the Anchor Cable MUST BE positioned so it bears on the bottom edge of the web of the HBA post. The shank portion of the Anchor Cable must also be centered so that the Bearing Plate bears uniformly on both flanges of Post 1.

Assembling the ET-PLUS™ Extruder (Head)

Complete the following steps to assemble the ET-PLUS™ Extruder (Head):

Step	Actions
1.	Place the ET-PLUS™ Extruder (Head) (PN-995A) over the end of the Rail Panel as the final piece to attach to the assembly. Note: The ET-PLUS™ Extruder (Head) can be used on the left or right hand shoulder.
2.	Push the ET-PLUS™ Extruder (Head) as far as it will go onto the front-most Rail Panel, making sure the Rail Panel is fully engaged into the full length of the channel guide attached to the Head until it stops.
3.	Assemble the ET-PLUS™ Extruder (Head) with channel guide attached to it approximately parallel to the ground. The upper and lower attachment tabs welded to the guide chute have three holes in each to provide a means to level the Head (See following steps).
4.	Select Option A or Option B for the ET-PLUS™ Extruder (Head) assembly.
Option A	For Wood post: 1. Place the ET-PLUS™ Extruder (Head) against the Wood Post, at location 1. 2. Choose the hole in the tab welded to the guide chute that is closest to the center of the Post. 3. Drill a 1/4" (6 mm) pilot hole to avoid breaking the lag screw during assembly. 4. Screw one 3/8" (10 mm) diameter x 4" (100 mm) lag screw (PN-4228B) through the top and bottom tab. The lag screw must be screwed into the Wood Post to prevent it from pulling out or cracking the post. DO NOT OVER TIGHTEN , causing the threads in the Wood Post to strip.
Option B	For HBA™ post: 1. Place the ET-PLUS™ Extruder (Head) against the HBA™ post, at location 1. 2. Place a 3/8" (10 mm) round washer (PN-4254G) onto a 3/8" (10 mm) diameter x 1 1/2" (38 mm) hex head bolt (PN-4261G). 3. Insert this bolt through the tab welded to the side of the guide channel attached to the ET-PLUS™ Extruder (Head) and then through the hole in the flange of HBA™ Post. 4. Place a 3/8" (10 mm) fender washer (PN-4255G) under a 3/8" (10 mm) nut (PN-6405G) onto the inserted bolt. A larger fender washer is used to cover the relatively large hole in the flange of the HBA Post. 5. Repeat this assembly step for the top and bottom tabs. When completed, the Head will be attached to the HBA post via an upper and lower 3/8" diameter hex head bolt (PN-4261G). 6. Tighten the nuts to a snug position. The designer does not recommend a torque requirement for the HBA field assembly.

Delineation Option for the ET-31™ Guardrail End Treatment

Apply High Intensity Reflective Sheeting (PN-6206B [Right Side] or PN-6207B [Left Side]) on the front face of the ET-PLUS™ Extruder (Head), per the state or specifying agency's *Manual on Uniform Traffic Control Devices (MUTCD)* for options or proper delineation. Alternate Reflective Sheeting is PN-6668B. The Alternate Reflective Sheeting requires two pieces and may be rotated for proper right or left delineation.

Note: The Reflective Sheeting is an option to the ET-31™ Guardrail End Treatment and needs to be ordered separate from the ET-31™ Guardrail End Treatment package.

Assembly Checklist

State: _____ Project: _____

Date: _____ Location: _____

- The leaveout (the specified area of open space in the pavement) around the Posts is reserved and filled with state or specifying agency approved backfill material that will not prevent movement for any posts placed in rigid pavement such as any thickness of concrete or asphalt.
- The finished guardrail height is approximately 31" (787 mm) above the finished grade, or as the state or specifying agency plans indicate.
- Any site grading needed was completed, before the start of the assembly of the ET-31™ Guardrail End Treatment.
- The Steel Tubes or Post Plates (ears) to the HBA™ bottom post do not protrude more than 4" (100 mm) above the finished grade measured by the American Association of State Highway and Transportation Officials (AASHTO) 5' (1.5 m) cord method. Site grading may be necessary to meet this requirement.
- The 3/4" (19 mm) bolts connecting the tops of the HBA™ Bottom Post to the bottom of the HBA™ Top Post are tightened to a snug position. The designer does not recommend a torque requirement for the HBA field assembly.
- The 3/8" (10 mm) bolts connecting the tops of the HBA™ Bottom Post to the bottom of the HBA™ Top Post are tightened to a snug position. The designer does not recommend a torque requirement for the HBA field assembly.
- The bolts at the top of the Steel Tubes are not over tightened. The walls of the Steel Tubes are not collapsed.
- If an Angle Strut was utilized, the bolts connecting the Angle Strut are 3/4" (19 mm) DIA. high strength.
- The ET-PLUS™ Extruder (Head) is pushed as far as it will go on the Rail Panel, ensuring the Rail Panel is fully engage into the channel guide that is welded to the Extruder (Head).
- The two 3/8" diameter bolts holding the ET-PLUS™ Extruder (Head) to Post 1 are snug and the channel guide welded to the Head is approximately parallel to the finished grade.
- The Cable Anchor Bracket is locked into place, by pulling the Bracket towards the impact end of the unit, making sure the hooks / lugs are well seated into the square holes.
- The shank portion of the Anchor Cable MUST BE positioned vertically flush against the bottom web of the top section of the HBA Post. The shank portion of the Cable MUST also be centered so that the Bearing Plate bears uniformly on both flanges of Post 1.
- Any grout, backfill, or other materials (such as concrete, asphalt, or soil) must be low enough so as not to obstruct, constrain, or otherwise engage the Bearing Plate.

- The hex nuts on the Cable ends are tightened, until the Cable is taut. The Cable is considered taut, when it does not deflect more than 1" (25 mm) when pressure is applied by hand in an up or down direction.
- Do not place anything under the rail to post bolt head that would prevent the bolt from pulling through the Rail Panel.
- The Bearing Plate is placed on the front of Post 1 where the Cable extends through the Post. The Cable Bearing Plate MUST BE oriented with the "long" dimension turned up. The hole in the Bearing Plate is off center (in the vertical direction), 5" (125 mm) from one edge and 3" (75 mm) from the opposite edge. If the Bearing Plate has two "ears/tabs", these need to straddle the left and right side of the No. 1 Post and be on the upper side of the plate.
- The top surfaces of any grout or other backfill placed in the mow strip "leave out" must be low enough so that it does not engage the Bearing Plate or otherwise obstruct or constrain the 3/8" (10 mm) shear bolts or the 3/4" (19 mm) hinge bolts of the HBA Post
- Any Wood Offset Blocks used have been toe nailed to the Wood Posts.
- If backfilled, make sure the backfill material around the Posts is properly compacted.
- Each HBA™ Post has two bolts on either side of the Post with the larger bolt downstream of the smaller bolt (away from the Impact Head).
- The SYTP™ holes are at the finished grade.
- The Wood CRT Post has two 3 1/2" (90 mm) breakaway holes (checked prior to assembly). They are located parallel to the roadway with the top hole located approximately at the finished grade.
- The tube bolts are attached with the nuts on the pavement side of the Tube for ease of future removal.
- The Rail Panels are lapped correctly and not attached to the Posts at locations identified for the system.
- Each Rail Panel used in the ET-31™ pay length is straight, with no visible distortions or blemishes such as curves, dents, cuts, tears, extra holes, cut-outs, corrosion, or signs of past repairs.
- The Reflective Sheeting is correctly positioned on the Extruder face.
- Ensure that this assembly conforms with the guidance provided by the *AASHTO Roadside Design Guide*, including, but not limited to, those regarding placement on curbs.

Maintenance and Repair

Always keep the Manual in a location where it is easily accessed by persons who assemble, maintain, or repair the ET-31™ Guardrail End Treatment. If you have any questions concerning the information in this Manual or about the ET-31™ Guardrail End Treatment, contact Trinity Highway Products at 888-323-6374.

Maintenance

Complete the following steps, periodically, to check the safety of the system:

Step	Actions
1.	Ensure the nuts have not been removed from the Cable. Replace nuts, if needed.
2.	Ensure the end fitting on the Anchor Cable MUST BE positioned vertically, up flush against the bottom web of the top section of the Post. The end fitting of the Cable MUST be centered horizontally so that the Bearing Plate bears uniformly on both flanges of Post 1.
3.	Ensure the Cable is taut. The Cable is considered taut when it does not deflect more than 1 inch when pressure is applied by hand in an up or down direction. Tighten Cable if needed.
4.	Ensure the Bearing Plate has not rotated. Note: The Cable Bearing Plate MUST BE oriented with the “long” dimension turned up. The hole in the Bearing Plate is off center (in the vertical direction), 5” (125 mm) from one edge and 3” (75 mm) from the opposite edge.
5.	Ensure Wood Blocks are in place and in good condition, as defined by the state or specifying agency.
6.	Ensure the Block Outs have not rotated. Correct the Block Out position and reattach the 16d hot-dipped galvanized nails, if needed.

Repair

Complete the following steps to repair the ET-31™ Guardrail End Treatment:

Step	Actions
1.	Set up necessary traffic control at the accident site and then remove any debris that has encroached onto the traveled way or shoulder.
2.	Take inventory of the damaged system and determine what parts are reusable, as defined by the state or specifying agency and what parts need to be replaced.
3.	Check the ET-PLUS™ Extruder (Head) for damage. The determination as to whether or not the Head is reusable rests entirely within the discretion of the DOT or other appropriate highway authority. Before reusing a Head, please make sure that an experienced, trained engineer for the highway authority inspects the Head to his or her satisfaction and authorizes its reuse. For consideration of reuse of the Extruder Head, the rail guide chute must be fully intact and not distorted in any way; the slot that flattens the rail shall not be excessively distorted in any way; the slot that flattens the rail shall not be excessively distorted; the front impact face must not be excessively distorted, and all the original welds must be intact. Again before reusing a Head, a trained DOT or applicable highway authority engineer shall inspect it and authorize its reuse.
4.	Check the Anchor Cable and Cable Anchor Bracket for damage. (The Bearing Plate, nuts, washers, and Cable Anchor Bracket are rarely damaged.)
5.	Obtain the Trinity Highway Products parts that need to be replaced from Trinity Highway Products. (See <i>Tools Required</i> section for a list of recommended tools for the repair of the ET-31™ Guardrail End Treatment.)

6.	Return to the repair site with the replacement parts and tools needed.
7.	Cut off the extruded rail near the ET-PLUS™ Extruder (Head). Do not cut the ET-PLUS™ Extruder (Head) from the non-extruded rail.
8.	Secure a chain to the ET-PLUS™ Extruder (Head).
9.	Attach the chain to a truck frame while the other end of the Rail Panel is still connected to the downstream Posts (away from the Impact Head) to provide anchorage.
10.	Pull the ET-PLUS™ Extruder (Head) off the Rail Panel.
11.	Remove any damaged Rail Panel(s).
12.	Remove the broken Posts from the Steel Tubes.
13.	Remove all damaged CRT, SYTP™, or HBA™ Posts. Undamaged HBA™ Posts can be reset.
14.	Remove and discard any rubber bumpers or construction legs.
15.	Reconstruct the system following the assembly instructions after the site has been cleared of damaged debris.
16.	Attach proper delineation for the repaired system in accordance with the state or specifying agency's <i>Manual on Uniform Traffic Control Devices</i> (MUTCD).

Notes:



2525 Stemmons Freeway

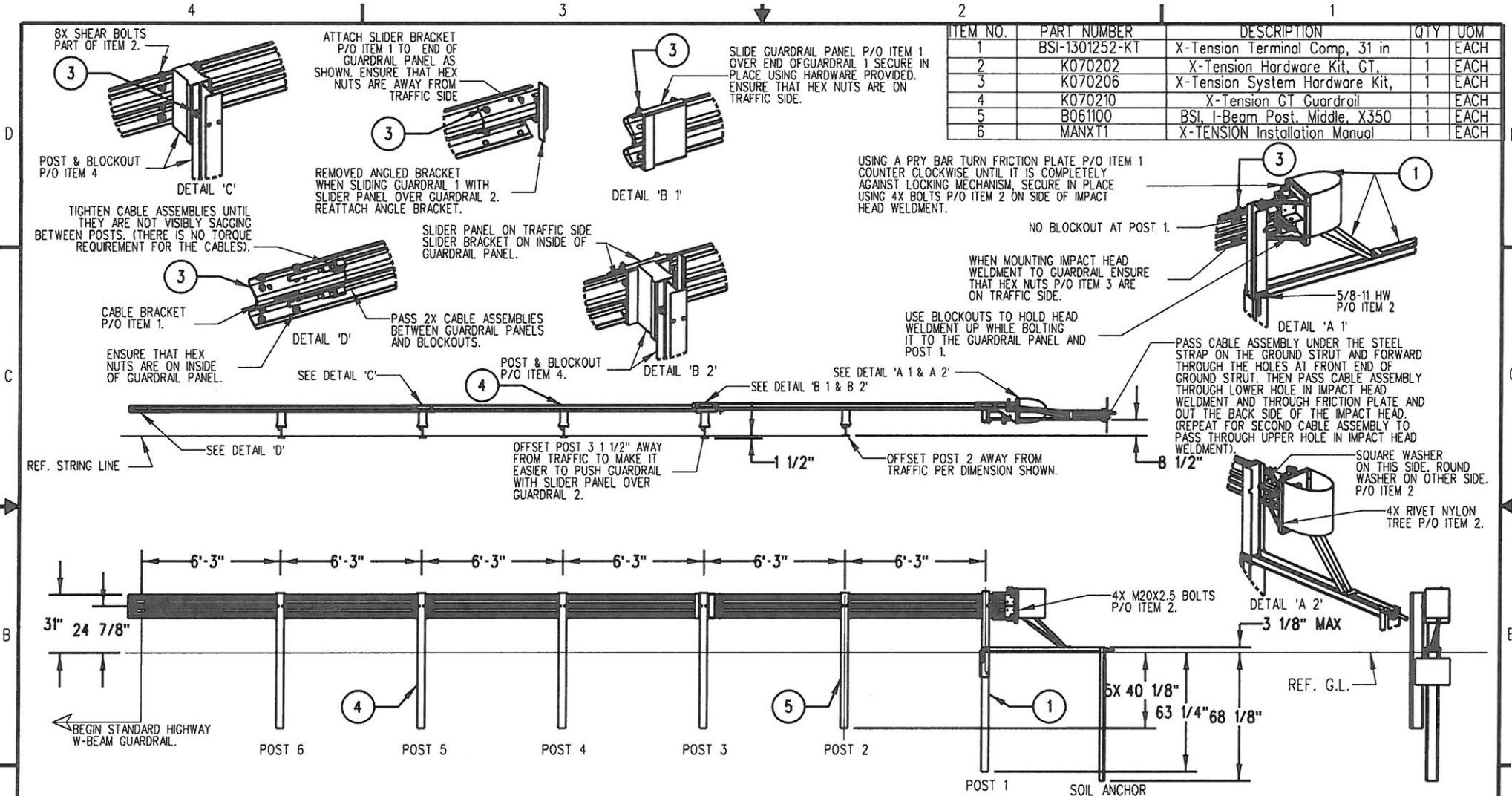
Dallas, Texas 75207

888-323-6374 (USA only)

214-589-8140 (Outside USA)

www.energyabsorption.com

www.highwayguardrail.com



ITEM NO.	PART NUMBER	DESCRIPTION	QTY	UOM
1	BSI-1301252-KT	X-Tension Terminal Comp, 31 in	1	EACH
2	K070202	X-Tension Hardware Kit, GT.	1	EACH
3	K070206	X-Tension System Hardware Kit,	1	EACH
4	K070210	X-Tension GT Guardrail	1	EACH
5	B061100	BSL I-Beam Post, Middle, X350	1	EACH
6	MANXT1	X-TENSION Installation Manual	1	EACH

- NOTES: UNLESS OTHERWISE SPECIFIED.
- SYSTEM TO BE INSTALLED PER MANUFACTURER SPECIFICATIONS.
 - ONLY TIGHTEN THE CABLE ASSEMBLIES USING THE NUTS AT THE CABLE BRACKET (SEE DETAIL 'D'). DO NOT TIGHTEN THE CABLES AT THE FRONT OF THE GROUND ANCHOR.
 - WHEN DRIVING STEEL POST, ENSURE THAT A DRIVING CAP WITH TIMBER OR PLASTIC INSERT IS USED TO PREVENT DAMAGE TO THE GALVANIZING TO THE TOP OF THE POST.

<small>1/2012 BARRIER SYSTEMS INC. THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF BARRIER SYSTEMS INC. ANY REPRODUCTION IN PART OR WHOLE WITHOUT THE WRITTEN PERMISSION OF BARRIER SYSTEMS INC. IS PROHIBITED.</small>		<small>UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES. TOLERANCES ARE: FRACTIONS DECIMAL ANGLES ± 1/16 .003 ± .03 ± 1/2° .001 ± .010</small>				<small>BARRIER SYSTEMS INC. 3333 Voco Valley Parkway, Ste 800 Vacaville, CA 95688 Tel: 800-800-5691 www.barriersystemsinc.com</small>	
APPROVALS				TITLE			
DRAWN BY: NMV		THRD ANGLE PROJECTION		2067 03/02/13		SIZE DWG NO.	
DRAWN DATE: 2/08/13				2022 2/08/13		B X-TENSION GUARDRAIL TERMINAL SYSTEM STEEL POST WITH COMPOSITE BLOCKOUT 31" RAIL HEIGHT	
APPR'D BY: JMT		DO NOT SCALE DRAWING		REV ECN* DATE		SCALE 1:50	
APPR'D DATE: 2/08/13		REV ECN* DATE		DATE		SHEET 1 OF 1	